

EXCHANGE:
Closing Quotations—
T.T. London 2s. 6 3/4d.
On Demand 2s. 6. 13-16d.

The Hongkong Telegraph

(ESTABLISHED 1881.)

Copyright 1917, by the Proprietor.

WEATHER FORECAST
FAIR.
Barometer 29.65.

July 7, 1917. Temperature 6 a.m. 81 2 p.m. 81
Humidity 81

July 7, 1917. Temperature 6 a.m. 80.2 p.m. 81
Humidity 81

7701 日九十月五

SATURDAY, JULY 7, 1917.

大拜禮 號七月·英港香

SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

RUSSIA OFFERS AMERICA HUGE CONCESSIONS. Big Scheme for Acquisition of Mines and Railways.

London, July 6.
According to Reuter's correspondent at New York, the Petrograd correspondent of the Associated Press telegraphs that a Special Mining Committee of the Russian Ministry of Commerce has decided to recommend the transfer into American hands of the bulk of Russia's mines and mineral deposits.

M. Maliavkin, the Director of the Mining Department, submitted to the Committee a scheme including the offer of the island of Sakhalin to American capitalists for the working of petroleum and coal deposits, a similar transfer of several districts in Siberia, and also gold mines at Altai, copper mines in the Caucasus and railroads in the Ural.

M. Paltchinski, the Assistant Minister of Commerce, supported the scheme.

The Committee resolved to recommend M. Maliavkin's plan, on the condition that America undertook to employ Russian labour and technical assistance as far as possible.

The American Commission is investigating the Russian Railways and has reported, advising the purchase of larger cars and locomotives. With the Provisional Government's approval it has already ordered from the United States, rolling stock at a cost of 750,000,000 roubles.

OUR GALLANT SEAMEN.

Glowing Tribute by Admiral Jellicoe.

London, July 6.
The King George Fund for Sailors has been inaugurated at the Mansion House. It is announced by Prince Albert, who is the President, that the object of the Fund is to secure more efficient aid for marine benevolent institutions. The list of subscriptions is headed by the Peninsular and Oriental Company, with £3,000, and Lord Kitchener £1,000. Several shipping companies have subscribed £1,000 each. The total up to the present exceeds £30,000.

Admiral Sir John Jellicoe, in a speech, dwelt upon the difficult tasks of the members of the Mercantile Marine and Navy against the enemy's methods of despair. He described some wonderful acts of bravery on the part of merchant seamen, including that of the drifter Gowaalee, which was armed with one six-pounder. Three Austrian cruisers ordered her to surrender, but the drifter's captain replied by calling for three cheers and firing the six-pounder. The drifter escaped. Sir John Jellicoe added, "That's the spirit which will win the war, and win it quickly."

THE ANTI-MONARCHIST MOVEMENT IN CHINA.

The Peking-Tientsin Railway Torn Up.

London, July 6.
Reuter's correspondent at Shanghai says that the Peking-Tientsin railway was torn up this morning at Ling Fung, which is half-way between the two cities, by Cheng Fung's troops. The foreign military authorities are sending off detachments to restore the communications.

Tsun Chi jai is now at Moohang, on the Tientsin-Pukow line, forty miles south of Peking. He is in command of the Eighth Division and is prepared to march against Peking for the Republic. The Provisional Government is reported as being calm. It is recognised that Cheng Fung virtually stands alone, and even his former allies are now against him.

Fighting Begins.

London, July 6.
Reuter's correspondent at Peking, wiring on July 5, says that fighting has begun at Lang Fung, half-way to Tientsin.

Republican Movement Growing.

London, July 6.
According to Reuter's correspondent at Shanghai, the Vice President of the Republic has appealed to all the Governors denouncing the Imperial military leader and the restoration of the Monarchy. Meanwhile the President of the Republic is sheltering in the Japanese Legation. The pro-Republican movement is daily strengthening.

ARGENTINE AND GERMANY.

A Rupture Imminent.

London, July 6.
A telegram from Buenos Aires says that an Argentine Note has been despatched to Germany demanding an immediate apology and indemnity for the sinking of the steamers Toro and Orana, also a guarantee that the Argentine flag will be respected. A rupture is imminent.

THE POTATO QUESTION.

How Holland Can Solve the Problem.

London, July 6.
With reference to the Dutch Minister of Agriculture's statement, cabled on July 5, Reuter learns that the British have placed no pressure on the Dutch Government to send potatoes to England, unless potatoes were also sent to Germany. Consequently, if there are insufficient potatoes in Holland for the country's own use, the Dutch Government can remedy the situation by reducing quantities sent to Germany, thereby automatically reducing the quantities to be sent to England. The Dutch coal requirements have nothing to do with the matter so far the British Government is concerned.

THE TURK.

London, July 6.
The London Club has decided to allot twenty-eight days' racing to the Turkish Government.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

SPYING IN AMERICA.

Furnishing Information to Germany.

London, July 6.
According to Reuter's correspondent at Washington, there are indications that the Department of Justice will be asked to investigate the spy system. It is significant that Senator Chamberlain, of the Senate Military Committee, expresses the opinion that spies in various Governmental departments are furnishing information to Germany by means of wireless stations in Central and South America. He says: "When these spies are discovered they ought to be shot or hanged. That there are spies I have not the slightest doubt."

THE WESTERN FRONT.

Artillery Contests at Many Points.

London, July 6.
A French communiqué states: "There are artillery contests in various sectors. Five hundred shells fell on Rheims."

Our Wonderful New Armies.

London, July 6.
Mr. Perry Robinson writes from Headquarters surveying the results of a year of the British offensive. He says: "It can now be confessed there were doubts regarding the new Armies, but the disquietude has vanished. The new men have proved, not once, but a hundred times, that they are superior to the Germans. We are confident to-day that the new Armies are stronger, made of better men and are better commanded than the enemy's Armies."

Mr. Robinson recounts instances of the heroism of the English, Scottish, Welsh, Irish, Australian, Canadian, and South African troops, and says that not the least remarkable has been the performance of some of the latest drafts. Several times officers have expressed their misgivings regarding these men, but always the misgivings have been falsified and seemed ludicrous after the event. Behind this quality of the men is the enormous development of the machine. We have learned to strike with a fist, not a heavily mailed man. The German has never known how to use it. Whether the job be long or short, the Army has perfect confidence that it is stronger than the enemy, and that only one end is possible.

AUSTRALIAN PREMIER'S ESCAPE.

Knocked Down by a Shell at the Front.

London, July 6.
Mr. Holman, Premier of New South Wales, has had a remarkable escape from death while visiting the front in France. A heavy shell exploded a few yards away from Mr. Holman, who was knocked down. His body was bruised and his clothes were torn. He was taken to Headquarters suffering from severe shock. He did not enter the hospital, and it is hoped that he has completely recovered.

SPANISH MILITARY HOUSEHOLD DISMISSED.

London, July 6.
According to Reuter's correspondent at Madrid, the King has dismissed his Aides de Camp constituting the Military Household, including General Azaña.

BEER FOR WAR WORKERS.

London, July 6.
In the House of Commons, there was a further debate on the question of the additional brewing of thirty-three per cent of beer. Sir George Cave said that thirteen per cent. would be low, gravity brew for agriculturists and munition workers.

EARLIER TELEGRAMS.

ON THE WESTERN FRONT.

Huge Enemy Effort Fails.

London, July 6.
Continuing his review of the German attack on Chemin-des-Dames, Reuter's correspondent at French Headquarters says: "Had the attack succeeded the enemy would have regained at a single blow two-thirds of the coveted Observatory Crest. But as it turned out they gained nothing, taking neither ground nor prisoners and leaving heaps of dead in front of their trenches. Hence the enemy's hope of achieving a notable success to offset the Russian victory and the appearance of the American troops in France was signally checked. Several thousand killed and wounded, including the best of his shock troops is all the German commander has to show for his latest and weightiest attempt to recover Chemin-des-Dames. The attack was heaviest on the eastern sector between Cerny and California Plateau, where the crest held by the French was barely a hundred yards wide at places and nowhere more than a kilometre. A very slight gain would have given the enemy all he needed for victories measured by yards along that narrow shell-pocked ridge overlooking the Ailette, but the Germans, although they paid the full price, were not given a single yard."

SUCCESSFUL NAVAL RAID.

London, July 6.
The Admiralty reports: "On the night of July 3-4, naval aeroplanes dropped several tons of bombs on the aerodromes at Ghittelles and Nieuwmanster, the seaplane sheds at Ostend and on a train at Zerrin. All the machines returned."

THE DUTCH DISTURBANCES.

London, July 6.
It is authoritatively stated that the disturbances in Holland are a considerable factor in the Dutch Government's policy.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

IMPORTANT QUESTIONS IN HOUSE OF COMMONS.

London, July 6.
Speaking in the House of Commons, Lord Robert Cecil stated that the Government had every intention of obtaining adequate reparation from any neutral which could be proved to have permitted a mine-laying ship bearing a neutral flag to leave its ports.

Argentine Wheat Embargo.

Lord Robert Cecil also stated that the Government had made every effort to secure the removal of the Argentine embargo on the export of wheat, but hitherto unsuccessfully.

Brewing of Beer.

Mr. Bonar Law announced that the Government had decided to permit the brewing of an additional 35 per cent. of beer during the September quarter in order to meet the needs of munition workers and agriculturists in the hot weather.

The Recent Air Raids.

Mr. Bonar Law also stated that there was no evidence that enemy agents here had supplied information enabling the enemy to choose time and place for the recent air raids on England.

The Income Tax.

In Committee on the Finance Bill a proposal was made that a deduction should be made from the British Income Tax where the Dominions Income Tax had been paid equivalent to the amount of that tax but not exceeding 3/6 in the pound.

Mr. H. Page Croft (Christchurch) and other speakers urged that the Income Tax for the Dominions was mainly a war tax and was the last tax that should be doubled here.

Mr. Wilson Fox strongly supported the proposal as a simple act of justice. Referring to statements that the double Income Tax had caused the removal of head offices of companies from England to the Dominions, he emphasised the importance to the trade and revenue of Great Britain of having these head offices here.

Sir George Reid strongly pressed the matter upon the Chancellor's consideration.

Mr. Bonar Law said that while he felt as strongly as anybody upon the Imperial side of the question he could not accept the proposal. The question was not whether or not some readjustment should be made but whether it should be made in war time and in the present financial situation. He pointed out what the effect of the proposal would be if the Dominion proposed an Income Tax of 3/6 in the pound. The Dominion would get the whole of it and the Imperial Government nothing. The proposal was finally rejected by 142 votes to 88.

VICTORIA CROSS AWARDS.

London, July 5.
The "Gazette" announces the award of the Victoria Cross to Second Lieutenant Arthur Henderson (already a holder of the Military Cross) of the Argyll and Sutherland Highlanders, for most conspicuous bravery when he led an attack through the enemy's front line and captured and consolidated the objective. He was subsequently killed.

The Victoria Cross is also awarded to Private J. Readitt, South Lancs. When working down a deep water course he advanced five times despite close range machine gun fire and on each occasion was the sole survivor of these advances which drove the enemy back three hundred yards. Subsequently, on his own initiative, he organised and carried out several more advances and held out at length despite counter-attacks, thus saving the left flank of his battalion.

RUSSIA'S WOMEN TROOP'S.

Petrograd, July 5.
There were numerous other women volunteer corps present at the St. Isaac Cathedral square demonstration, including six-foot women of the Naval Guard Cossacks, who stood up in their saddles carrying banners inscribed "Among the Cossacks there are no deserters." The women's banners included "Death is better than shame" and also "Don't marry, traitors."

The contingent formed a procession led by Commander Madam Botchkereva, who has already won two St. George's Crosses for bravery at the front where she led several desperate enterprises. Mrs. Panhurst regards her as a most remarkable character for simple-minded determination and innate courage.

Cheering crowds lined the streets and the Maximalists and Anarchists were nowhere present.

RUSSIA'S R. PULSE ENEMY.

London, July 5.
A wireless Russian official message states: "We repulsed attacks eastward of Brzezany and eastward of Lipitzadolina. The enemy is offering a stubborn resistance on the heights westward and southward of Pendiwin."

HUN SPIES IN AMERICA.

Scranton (Pa.), July 5.
Joseph Craber, organizer for the Industrial Workers of the World, has been arrested and charged with being a spy in the employ of Germany. The Federal authorities state that German money has poured into the anthracite coal districts, where there were recently a dozen strikes.

GERMAN OPINION ON THE OUTLOOK.

Amsterdam, July 5.
In the Reichstag the Minister for War said the British presumably planned greater actions north of Arras. He asserted that the French were exhausted, admitted that the Russian offensive was energetic and declared that the abandonment of the Salonika enterprise was impossible. Herr Zimmerman stated that the nullification of Brazil's neutrality was not merely a war declaration.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE SILVER MARKET.

London, July 6.
Messrs. Montagu and Company's report on the silver market says: "A good underflow is caused by the recovery of the price to 39 7/8, and the market is so sensitive that any considerable special demand is immediately met. The Shanghai exchange has fallen back during the week, but the movement does not appear to be connected with the restoration of the Emperor. The Indian Treasury's holding of silver is now over twenty crores."
Silver is quiet and featureless.

REGISTERING GERMANS.

New York Affairs Placed on Their Honeymoon.

When the Marshal, Mr. Thomas D. McCarthy, opened his office today (says the New York Evening Post of May 28) in the Federal Building, he threw open every courtroom, jury-room, and clerks' office on the third floor, and announced that none of them would be closed until midnight on Tuesday, in order that every German in the city would have a chance to register.

"We are taking every precaution so that no alien enemy can claim after June 1 that he has been foreclosed in this matter," said the Marshal. "We kept open all day yesterday, and comparatively few Germans appreciated it enough to come down here. Now we are going to keep open every minute between now and June 1, except the holiday. It behooves the aliens to take advantage of this condition."

The Marshal had not only his own force of deputies at work, but he had fifty specialists and a corps of assistants from several large corporations. In addition, he sent to the city and county courts asking the judges to lend him all the clerks they could spare. That the new order, which will keep all Germans from the docks in this district, will not apply to the ferries and steamship lines of the Hudson and Sound, was inferred to-day by the Marshal, but he insisted that such Germans as live opposite docks on South and West Streets must have permits to stay there.

It was intimated that the order as to ferries may lead to more stringent rules relating to the telegraph and cable offices, although as yet no orders have been received from Washington regarding this phase of the alien laws.

The Germans who appeared in the Marshal's office to-day numbered several thousand. They were ushered into court-rooms, and when the room was full they were sworn at one time.

"We are simply putting them on their honor," said the Marshal, "and I am optimistic that the great majority will prove equal to the trust."

The Marshal declared that he was not at liberty to disclose just how the Government will pick up those Germans who should have permits, but who have neglected to get them by June 1.

DON'T FORGET.

FOURTH
Third Gymkhana Meeting
Happy Valley: 3.30 p.m.
Victoria Theatre: Mr. Joseph Blacklock's Performance 8.15

Bijou Theatre—8.15 p.m.
New Hongkong Cinema—8.15 p.m.

TO-MORROW
Victoria Theatre—8.15 p.m.
Bijou Theatre—8.15 p.m.
New Hongkong Cinema—8.15 p.m.

NOTICES.

LIFTS

and

WAYCOOD-OTIS

ELEVATORS

FOR ALL PURPOSES.

FOR QUOTATIONS APPLY TO THE

SOLE AGENTS:-

DODWELL & CO., LTD.

MACHINERY DEPARTMENT.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:-

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO., LTD. Agents.



Malthoid Roofing

SOLE AGENTS:-

BRADLEY & CO., LTD. (MACHINERY DEPT.).
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

ESTABLISHED 1883.

MANUFACTURERS OF

PURE MANILA ROPE

8 STRAND
1 1/2 to 1 3/4
CIRCUMFERENCE

CABLE LAID
1 1/2 to 1 3/4
CIRCUMFERENCE

4 STRAND
3 to 10
CIRCUMFERENCE

Oil Drilling Cables of any size up to 2,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO. General Managers.

LIME JUICE,
CORDIAL.

SIRDAR

SOLE AGENTS:

**CALDBECK
MACCREGOR
& CO.**

No. 15, QUEEN'S ROAD
CENTRAL.

Telephone No. 75.

**NORTH BRITISH
AND
MERCANTILE**

INSURANCE CO.,
in which are vested the shares of
**THE OCEAN MARINE
INSURANCE CO., LTD.**

AND
**THE RAILWAY PASSENGERS
ASSURANCE CO.**
The Undersigned AGENTS for
the above Company are prepared
to ACCEPT RISKS against
FIRE at Current Rates.
SHEWAN TOMES & CO.
Agents.

Yorkshire

Insurance Co., Ltd.
ESTABLISHED 1884.

The Undersigned AGENTS for
the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN TOMES & CO.
AGENTS.

ASTHMA

CAN BE CURED.

WHEN why he half suffocated, and sit up
all night coughing and gasping for
breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and
ensure a good night's rest? This, the
only genuine cure for Asthma, discovered
by Mr. NOBBS, a qualified Chemist, and
a sufferer for many years, will, if taken
when necessary, effect a radical cure of
this terrible incurable malady.

Obtainable at Messrs. A. S. WATSON
& Co., Ltd. and all Chemist and Patent
Medicine Vendors.

Price: \$2.50 per bottle.

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th August, 1916.

LESSONS IN CHINESE.

M. de Hong Kong a Chinese graduate
in the University of London, has been a teacher
in the Chinese language for many years. He has
a good knowledge of the Chinese language and
is prepared to teach it to students of all ages.
He has also a good knowledge of the Chinese
characters and is prepared to teach them to
students of all ages. Those who are interested
in learning the Chinese language are requested to
write to him at the above address or to call on him
at 110 Wellington Street, First Floor.

MEE CHEUNG

PHOTOGRAPHER.

100 Hou-e Street Telephone 1013.

**NEW FILMS ARRIVED.
CHEAP SALE.**

LEE KEE

BUILDING CONTRACTOR.
DEALER IN SANITARY GOODS.
MANUFACTURER OF MOSAIC TILES.
FIRE BRICKS AND SANITARY STONE-
WARE DRAIN PIPES. IMPORTER AND
EXPORTER OF BUILDING MATERIALS.
Telephone No. 1223, Office & Showroom.
Road 110 Wellington Street, First Floor.
Street 110 Wellington Street, First Floor.

HOTELS AND CAFES.

THE HONGKONG HOTEL
AND
GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL

1,400 FEET ABOVE SEA LEVEL.
FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the
principal hotels. Ideal for the best food, bath, and recreation. Excellent service and
convenient under European supervision. A first-class spring Orchestra renders music from 8.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shanghai people.
For further particulars apply to: **CHARLES MORRIS**
Manager.
Telephone No. 197. Telegraphic Address "COMFORT."

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the
principal hotels. Ideal for the best food, bath, and recreation. Excellent service and
convenient under European supervision. A first-class spring Orchestra renders music from 8.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shanghai people.
For further particulars apply to: **CHARLES MORRIS**
Manager.
Telephone No. 197. Telegraphic Address "COMFORT."

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

STATION HOTEL.

KOWLOON.
First class and most up-to-date Residential and Tourist Hotel. Two minutes
from the Ferry. Moderate tariff and most excellent cuisine under entirely European
management. Monthly and Family rates can be arranged on most reasonable
terms.
Apply to: **THE MANAGERESS, Kowloon.**
Telegraphic Address: "TERMOVEL" Code Used; A.B.C. 5th Edn.

PRIVATE HARTING HOTEL.

AUSTIN ROAD, KOWLOON.
EVERY Comfort. Large and airy Rooms, suitable for Married
Couples or single Ladies or Gentlemen. Excellent Cuisine
under the Personal Supervision of the Proprietress.
Tel. No. K 296. **MRS. E. O. MURPHY, Proprietress.**

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1914, under new proprietorship and Management. The
Hotel now offers for Residents and Tourists, excellent accommodation. Large dining room facing the sea.
It has been entirely renovated throughout, and newly furnished, and is now equipped in every respect
Large and airy rooms, excellent sanitary arrangements, Hot and Cold Bath, Electric Light and Fan,
Private and Public Bar and Billiards. Terms Moderate. For further information apply to
THE MANAGER.
Telegraphic Address "POMMA."

Grand Hotel de l'Europe, Singapore.

UNDER NEW BRITISH MANAGEMENT.
**THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.**

ARTHUR E. ODELL,

(Late Grand Hotel, Southsea, England, and
Royal Palace Hotel, London, W.K.)

ALEXANDRA CAFE.

Our Bread is made from the Best Quality Flour only and can be obtained and orders taken at
ALL WHEELS BAKERY, 11, Peking Road, ON LEE's Confectionery, Haiphong Road, HUNG CHEONG
Confectionery, Haiphong Road, KWONG FOK, Confectionery, Haiphong Road, KWONG YUEN MOW,
Confectionery, Haiphong Road. Orders may be left with the above for any of our products. We put up absolutely the Best "Thin"
Cakes and a large variety of other goods. Price, one Dollar Each, 100 Mails for 100 Mails.
We guarantee everything put up and sold by the Alexandra Cafe to be of first class quality.
We also make the best of all cakes and pastries. Pure Java Coffee, Roasted and Ground Daily and put up in
our own make. Pure Cocoa and Pure Fat. Pure Java Coffee, Roasted and Ground Daily and put up in
our own make. We give you a Splendid Cup of Lipton's Tea. All orders and notices of every
description, please send to the above address.
Just give us a Trial and you will be more than satisfied.
R. J. HOWARD, Sole Proprietor.

NOTICES.

DRAGON MOTOR CAR Co.

MOTOR CARS FOR HIRE & SALE.
PROMPT SERVICE.

Sole Distributors for South China and Macao for the
**OVERLAND and HUDSON Motor Cars, the TRUM-
BULL Cycle Car, NEW COMET and the HARLEY
DAVIDSON Motor Cycles.**
Kowloon Road, 28, BATHMAN ROAD, TEL. 422.

PROPRIETOR, C. LAURSEN. Tel. 482.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

NOTICES.



Gold Medal International Medical Congress Exhibition.
By Royal Appointment to the Court of Spain.

Builds Bonnie Babies

To be obtained at all Chemists & Stores.

ASK YOUR DOCTOR!

**THE
JUNCNER
ELECTRIC ACCUMULATOR.**

Strong, solid and compact. Iron and Nickel Electrodes
with caustic potash in strong iron box. Minimum use of
materials. May be charged a thousand times without
lowering its efficiency; may be charged and discharged
in minimum time and to its full extent without
injury. May be kept unloaded for any length of time
and is absolutely safe from self-discharging when
left loaded and out of use. Salt water has no
injurious effect on the accumulator. An ideal
accumulator for any kind of lighting or ignition device.

A LARGE ASSORTMENT OF ACCUMULATORS AND CELLS.

A FRESH SUPPLY OF

THE "NIFE" LANTERN.

AN ELECTRIC ACCUMULATOR HAND-LANTERN

(SWEDISH MAKE)

HAS JUST ARRIVED.

SOLE AGENTS FOR CHINA:-

A. B. THE SWEDISH TRADING CO., LTD.

Telephone No. 171, YORK BUILDING (TOP FLOOR)

LACTOMALTINE.

An Ideal Food-forming Food containing all the valuable properties
of the FINEST EXTRACT OF MALT obtained from the
FINEST SCOTCH BARLEY together with MILK and CREAM.

MOST

DIGESTIBLE.

EXCEEDINGLY

PLEASANT

TO TAKE.

HIGHLY

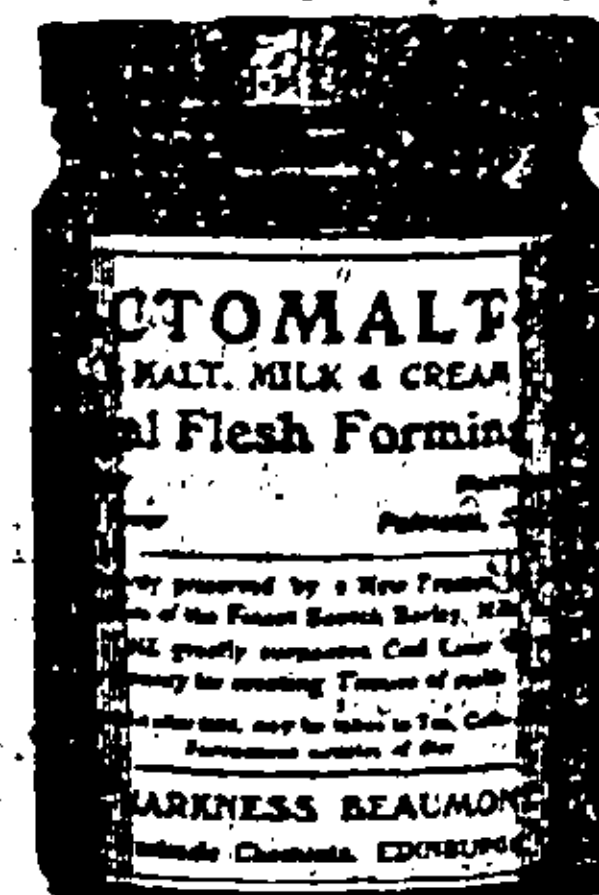
NUTRITIOUS.

PRESCRIBED

BY THE

MEDICAL

FACULTY.



LACTOMALTINE far surpasses all preparations of Cod Liver Oil in
Palatability, Assimilability and Digestibility, and for its efficiency
in the formation of tissues of stable texture.
OBTAINABLE FROM ALL CHEMISTS, ETC.

JUST ARRIVED

**"Indian"
Motorcycles**

ALL MODELS

"COUNT THE INDIANS ON THE ROAD."

2 1/2 H.P. Lightweight 'opposed' cylinders Price \$500.00

5 " Little Twin ... \$650.00

7-9 " Big Twin Powerplus ... \$750.00

7-9 " Big Twin Powerplus (Electric Model) \$850.00

Largest and most complete stock of Motor Cycles in Hongkong

ALEX. ROSS & CO.

4, Des Vaux Road Central.

GENERAL NEWS.

A Tip to Anglers.
The Stockwell Angling Society has passed a resolution calling on its members not to use bread and wheat as bait.

Standard Oil Co's Enterprise.
The Standard Oil Co. has acquired a valuable water frontage at Hilo, Hawaii, in the purchase of a site for oil tanks and storage plant, covering five acres. Preliminary surveys for a new wharf will follow for the berthing of steamers of large tonnage.

War Office Post For C.P.R.

Major George McLaren Brown, Reserve of Officers, Canadian Militia, has been appointed Assistant Director (supplied) at the War Office, with the rank of Lieut.-Colonel while so employed. Major Brown is the European manager of the Canadian Pacific Railway. He was born in Ontario in 1885, his father being a Scotman from Dumfriesshire. He possesses rare organising and executive skill.

High-Price Sweets Doomed.
The sale of extravagant sweets, such as the decorative box of chocolates containing perhaps not one pound in weight and costing 30s., came to an end in England on May 1. It is now illegal for anyone to sell or buy chocolates at a price exceeding 3d. an ounce, or any other sweets at a price exceeding 2d. an ounce. By the Food Controller's Order (Confectionery) Order, published on January 12, the manufacture of sweets costing more than the above retail prices was prohibited from February 1, but retailers were given till May 1 to clear their existing stocks.

"Cheeriest Man in London."

Mr. W. Douglas Newton tells a story of a soldier now in a London hospital. "He received a bayonet wound through the throat over a year ago, and since that time seems to have lived most of his life on the operating table. He has had thirty-five operations, and is awaiting another. In spite of this, he will not see any but the bright side of life. He spends his time looking after those whom he insists are worse off than himself. He is the eyes of blinded comrades and the hands of others who have lost their eyes. And when he cannot help wounded men, he helps the nurses. He is the cheeriest man in London."

Has America Solved U.

Boat Problem?

That the American Navy is experimenting with a highly important invention, which it is confident will prove to be the solution of the undersea boat problem, was divulged recently by the Secretary for the Navy, Mr. Daniels, and a high officer of the Department's technical staff, following a prolonged conference at which, in addition to the Secretary, Admiral Benson, Chief of Operations, Admiral Gihlin, Chief Engineer, and Admiral Taylor, Chief Constructor, met the scientific members of the Naval Consulting Board. "I can say this concerning the work of these experts," said Mr. Daniels, "that their plans are no dream. They are very important and very far-reaching." The high officer referred to said with distinguished satisfaction: "At last we are getting down to brass tacks."

Piccadilly Site Sold.

One of the "hot" city sites in Europe is being bought by the purchase of the Criterion Restaurant, 11, Piccadilly, on behalf of a syndicate of London men. The new owners are said to possess big experience of hotel management in this country. It was understood that the purchase would be completed, and that the famous restaurant would be in the hands of the new proprietors at the end of June. Extensive structural alterations are said to be contemplated in the future. Meanwhile, the purchasers seem to contemplate plenty of custom for a fashionable restaurant, even under a reigning regime. Rumour was doing the rounds that the new owners were the West end and City with possible names of speculators. The favourite was that of a man possessed with a famous name of a confectioner. The Criterion, built in 1878 for Messrs. Spier and Bond is said to have cost, together with the theatre next door, round about \$50,000. It has a long record of popularity.

NOTICES.

...and the

DEWAR'S

"Imperial Institute"

SCOTCH WHISKY

The Whisky of your forefathers.

SOLE AGENTS

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

TELEPHONE No. 616

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 7, 1917.

SUPPLIES TO NEUTRALS.

It has often been a matter for anxious discussion—and it still remains one of the most pressing problems—with which we have to contend—as to how and to what extent and in what manner, Germany is able to obtain vast quantities of commodities from neutral countries. Of course, such commercial transactions are perfectly legitimate, exemplifying the fact that what is one nation's misfortune is often for another nation's good. Naturally, such nations as Holland, Denmark, Sweden and, to a less extent, Norway, realise the harvest that lies before them in practically having the entire market of the Central Powers at their disposal, and if they can get over the marine barriers of the belligerents they are quite as much entitled to trade with any of the warring nations, irrespective of any possible preference they may secretly or openly entertain. The close proximity of Holland and Denmark to Germany has naturally placed these countries in a position to supply our principal enemy with many commodities which otherwise she would have to go without. That many of these commodities may be utilised directly against us in one form or another is certain; and it is therefore incumbent upon us, as far as lies in our power, to so combine that it will be extremely difficult, if not impossible, for neutrals to be able to turn to their advantage the enemy goods they have obtained directly or indirectly from the markets of one or more of the Allies. Now that the United States, which, next to Great Britain, had, and still possibly has, the largest export trade in the world, has come into the conflict, this matter of regulation should present fewer difficulties and indeed be very much simpler of adjustment. The Germans frequently boast that if they desired they could make their country self-supporting. That may be so, but the fact remains that for a considerable time past they have been importing enormous quantities of goods, chiefly from Scandinavian countries. The chief point in this connection—and the one which is now attracting attention in official quarters—is that though doubtless a large proportion of such goods is produced in the country from which they are sent to Germany, much too large a quantity is merely re-directed, as it were, from Allied countries. Thus we are, as was the case when we famously allowed Germany to be supplied with cotton, doing an injury to ourselves.

Happily, this question, which has all along been of serious concern and a difficult problem, is now becoming what might be termed more concentrated upon, with results, there are good grounds for believing, that will be very beneficial to the Allies in the near future. We now know the kind of goods, the quantity in which they are being sent to Germany and the countries which directly and indirectly have provided them. As a recent telegram informed us, the enemy has been receiving from Holland "enough fat to supply over seven million soldiers, or virtually the entire German effectives." If, therefore, as is not improbable—as in the circumstances it would be quite legitimate—we can hamper such traffic, we should of course be aiming an effective blow at the enemy. The Dutch and the Danes require all sorts of agricultural implements, for which they rely considerably upon Great Britain and the United States. In a telegram in yesterday's issue it would be seen that "for many months there had not been any export of foodstuffs and fertilisers to Holland and Denmark." This is as good a way as any of indirectly hitting at the enemy and if it is carried out systematically, it is certain to prove efficacious, for it is obvious that the Scandinavian nations cannot independently do much towards assisting the seventy millions of Germany. That they have been assisting much too largely is evident from the figures mentioned as also from the fact that Germany also was able to receive in 1916, in thousands of metric tons, about 83 of butter, 116 of meat, 69 of pork, 70 of condensed milk, 80 of cheese, 46 of eggs, 180 of potato meal, 68 of coffee, 74 of fruit, 12 of sugar and 215 of vegetables—all of which would go far towards enabling the enemy to continue defying the Allies.

To strike at the root of the supplies of Neutral nations would not be a blow against these nations so far as their own supplies are concerned—but it certainly would be effective in hampering their enormously swollen exports to Germany. This must be done and, happily, is being done more systematically than previously by the Allies. We learn from a statement by Lord Milner that "the Government is doing its best to suppress German imports of foodstuffs from neutrals. The entry of America," said his lordship, "would greatly assist in this, but Germany could put pressure upon adjacent neutrals by withholding coal supplies one which they were almost entirely dependent." Holland and Denmark could surely obtain coal from Britain, and thus this point in the problem should present no difficulty. We cannot afford in these critical times to be too nice with neutrals, who should be warned that overmuch zeal in commercial transactions with our enemies will be looked upon by the Allies as a matter of the utmost seriousness.

Lord Hardinge's Defence.

While we still think it regrettable that the present should be chosen as the time in which to rake up the Mesopotamia muddle and publicly castigate those who were primarily responsible for it, the fact remains that the Imperial Parliament intends discussing the whole business and putting on record its opinion of the military and civil blunders. Lord Hardinge, who has admittedly done splendid work in India, has already made his defence in the House of Lords, but, in common with the Home papers, we cannot see that he has by any means cleared himself of the responsibility which the Report places on him by virtue of his position. The Commission, it will be recalled, found General Nixon most to blame, but Lord Hardinge is condemned next in a sequence among many others who failed in what was expected of them. We need not go into the ex-Viceroy's explanation at any great length. The main point on which he laid stress was the enormous war burden which India was called upon to bear, and the underlying suggestion appears to be that the Government was so engrossed with other and larger war issues that it might almost be excused for the tragic developments in Mesopotamia. But, while we can all appreciate the wonderful efforts which India has made in the war, the Mesopotamia scandal cannot be glossed over in that way. As the Times rightly says, the Commission's business was Mesopotamia, and, after fully analysing that campaign, it finds the ex-Viceroy, among others, greatly to blame.

Good Results.

But, apart from whether Lord Hardinge is to blame or not, the issuing of the Report and the discussions to which it has given rise are likely to have some real value. One thing which has already resulted is, as the Times points out, the restoring of a sense of perspective to the public judgment of India's effort under Lord Hardinge's rule. That is something, and no-one will feel disappointed, we imagine, to overlook the splendid general services which the ex-Viceroy has rendered to India as a whole. Then there is the question of governing India, and carrying out an important military expedition, from, as the Daily Telegraph puts it, "the top of the Himalayas." That is an anomaly which must be swept away, and if the Mesopotamia investigations result in nothing else, they will have been justified if the needed changes in this respect are realised. The whole business is distinctly depressing at the moment, but, as it is by mistakes that we attain experience, good will gradually come out of the present gloom.

In Russia.

The successful launching of the Russian offensive, and the wonderfully patriotic scenes which have of late been witnessed in Petrograd, fully justify those who, through thick and thin, have felt that "Russia is all right." The end of the current has not yet come, of course, but evidence would seem to be accumulating to show that the restless ones do not in any sense represent the best feeling of the country. The editor of the *Clarion*, the well-known British Socialist organ, recently asserted that the revolt was directed not only against the Tsar but also against war. No doubt a very large number of Russians, as is the case in other Allied countries, are weary of war, and that Russia's new regime should aim at its cessation is a perfectly legitimate wish. In the inception of the League of Nations, such an aspiration may yet be realised. But that time is not yet. We are not surprised to learn that the promoters of the Stockholm Conference are "merely visionaries and fanatics," and when one of our leading Socialists is of that opinion, we may properly conclude that the League is of a very pronouncedly visionary character. It is to be hoped that good work already done by the Allies, and the promise of further work being done by the new Government in Galicia, will not be lost sight of by the extravagant idealists who are impracticable visionaries.

DAY BY DAY.

THE SEVEREST TEST POSSIBLE FOR A MAN'S CHARACTER IS TO DO GOOD AND FOR SOMEONE ELSE TO GET THE CREDIT FOR IT.

To-morrow's Anniversary. To-morrow is the second anniversary of the surrender of the Germans in South-West Africa.

The Dollar. The opening rate of the dollar on demand to-day was 2s. 6.13/16. The closing rate will be found on Page 1.

"Slight Heat." To-morrow, according to the Chinese calendar, is the festival of "Slight Heat."

Struck Off. It is notified that the name of the Oriental Hotel, Limited, has been struck off the Register.

Peak Church. Services will be resumed at the Peak Church to-morrow. The Lord Bishop is to preach at 6.30 p.m.

Water Works. Tenders are being invited for the maintenance, repair and minor extensions or alterations of water works in Hongkong, Kowloon and the New Territories for the remainder of the current year (1917).

Rate Reminder. It is notified for the information of owners and occupiers of tenements that rates for the third quarter of 1917, including the Special War Rate of 7 per cent, are payable in advance on or before July 31, 1917.

Donation Acknowledged. The Council General of the Society of St. Vincent de Paul beg to acknowledge with thanks a donation of \$25 from Mr. Leung Kai-nam, through Mr. J. M. Xavier, in aid of the funds of the Society.

Food and Drugs. During the quarter ended June 30, there were examined under the Sale of Food and Drugs Ordinance eight samples of milk, six of beer, two of bread and one of flour. All were genuine save one sample of milk, which was adulterated.

Patent Protected. It is certified to the Gazette that the Governor-in-Council has granted to William McLeod, of Wanganni, New Zealand, architect, and Louis Cohen, also of Wanganni, solicitor, provisional protection for a period of nine months from June 22, 1917, for an invention for improvements in roofing and walling, pending the grant of Letters Patent therefor.

Memorial Window.

We are requested by Bishop Lander to state that H.E. the Governor will to-morrow morning unveil a stained glass window that has been presented to St. Paul's Chinese Church by the Rev. A. D. Stewart and his brother and sister in memory of their parents, the Rev. Robert and Mrs. Stewart, who were killed in Fokien by anti-foreign rioters twenty-two years ago.

Application for Confiscation.

Before Mr. J. E. Wood, at the Police Court this morning, application was made for the confiscation of 323 tins of prepared oil, unlabelled, which was found aboard one of the vessels belonging to Yuen Sing Fat Steamship Company. The manager of the Company said the firm did not claim it, and, when asked by his Worship if he had anything to say why it should not be confiscated, he replied, "I don't care." The application was granted.

June Weather.

According to the Observatory returns for June, the average mean temperature for the month was 81.8, against a thirty years' mean of 80.9. The highest point reached was 89.1, on the 29th, and the lowest, 75.3, on the 25th. There were 167.8 hours of sunshine and 11.54 inches of rain, while the average humidity was 83. The rainfall for the month at the Botanic Gardens was 10.17 inches on 28 days, at the Matilda Hospital, Mount Kellett, it was 12.79 inches on 29 days, and at the Police Station, Taiipo, it was 19.36 inches on 28 days. The mean wind velocity (8.4) was the lowest on record for June, except in 1915 when it was 8 miles per hour.

1892.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending July 14, 1892.)

The Dollar. July 7.—The rate of the dollar on demand to-day is 2/10s.

"Too Much for Lor."

July 8.—Sergeant Hall bounced into No. 55, East Street last night and quite surprised a large congregation of coolies engaged in a harmless game of pot-pot. He annexed half a dozen of them and brought them up to Mr. Wodehouse's matinee to-day. After some discussion with the magistrate they agreed to pay \$5 each as a contribution to the Revenue, and then left growling about "too much for Lor" and police espionage. But that doesn't matter. They broke the law (such as it is—a deuced one-sided, unsatisfactory and more or less abortive enactment) and had to pay for their temerity.

Waglan Lighthouse.

July 8.—The construction of the new lighthouse on Waglan Island, which is to supersede the Cape D'Aguilar light, is going on apace and if the energy at present displayed by the contractor is not impeded by bad weather, there can be but little doubt that the building will be completed well within the time specified in the contract. Waglan is, we are glad to learn, to be supplied with a first-class fog-signal which will be a boon to navigators and owners generally during the foggy season. The fog-signal for the Gap Rock lighthouse, it may be added, has arrived and will shortly be in working order. It is a detonator recommended by the Trinity House authorities.

Our Harbour Office.

July 11.—"Old Salt"—Yes, we quite endorse your complaint that the Harbour Office is a miserable apology for the headquarters of the Harbour Department in a great seaport like Hongkong, and it is, as you say put in the shade by the Singapore Harbour Office and similar offices in the "dearer British colonies." Though of course, what other colonies may have is of less importance than what we actually need. But don't despair. The day is gradually approaching when there will be erected on the reclaimed portion of the harbour a palatial building to be known to all future generations as the Harbour and Shipping Office. Over the top of it will be hoisted the British ensign, Union Jack and colonial flag. It will be fitted with a well appointed signal station, flag-staff and typhoon paraphernalia; and when you go there you'll see Harbour masters, boarding officers, boatmen and launch lads, scuttling about in breech-banded uniforms, good conduct and long service stripes all over their brawny arms, and caps on their shapely heads that will make them look like half-pay naval officers out for a holiday. What more could you want, unless it be a berth as a chief clerk of the Marine Court on \$50 per month. Again, we say, don't despair. Everything comes to those who live and wait long enough.

Hongkong Rifle Association.

July 11.—Seven members shot for Mr. Sassoon's Cup on Saturday. It was won by Mr. Robertson for the first time, previous winners being handicapped. Mr. E. Robinson won the spoon at 200 yards and Mr. Watson that at 300 yards.

Self-Government Dreams.

A jangling article on the General Election of 1892 contains the following:—We have no Primrose League or Women's Liberal Association in Hongkong, but individually every Englishwoman may take as keen an interest and exert as much influence in the struggle as at home, where it is a daily increasing quantity. In due time, public spirit in this Colony will be able to assert itself more and more, until the views expressed by the mass of citizens are re-

THE YARN MARKET.

Phenomenal Changes Reported.

Messrs. Polishwalla and Kowall, in their report dated July 6, state:—

Never in the annals of the yarn trade were such phenomenal changes experienced, as are passing during the period under review. As anticipated in our last report of 15th ult., the activity in our market was surprisingly great and the rates advanced during the interval from \$8 to \$15 per bale.

The Chinese buyers, convinced as they were of the enormous rise in the price of cotton and other materials as well as about the great shortage of tonnage in Bombay in the near future, have made a big forward business resulting in about 12,000 bales at very high prices, which under present unusual conditions of trade seem to a further increasing tendency. Notwithstanding all this abnormal activity, the clearances are rather slow, which indicates that the up-country demand has not equally responded to the great eagerness shown by our local buyers.

All this very healthy tone is suddenly marred by the great political upheaval in China which has taken place since past few days and at the close our market remains quiet but steady.

Total sales 12,000 bales. Stocks are estimated at 20,000 bales including 20,000 bales bargained for inclusive of goods to arrive.

Arrivals.—Steamers from Bombay have brought in 7,000 bales for Hongkong and 6,000 bales for Shanghai; shipments from Hongkong to Shanghai and coast ports, 850 bales.

Shanghai reports show a big advance in rates with brisk business in all counts.

Japanese Yarns.—Owing to very short arrivals and the inability of the manufacturers to meet with their contracts on account of extremely high rates of cotton, the prices in this yarn have also advanced considerably and transactions have passed in about 1,000 bales.

Raw Cotton.—A selected parcel of Bengal cotton of about 25 bales has been reported sold at \$50 per picul.

Quotations:—Bengal \$40 to \$50, Chinese \$45 to \$55.

spected by the powers that be, and ultimately it is possible—nay, almost certain—that if the movement is taken up with sufficient energy and serious determination, we may arrive at the goal of all our efforts—self-government in Crown Colonies.

Modest.

July 14.—From time to time we receive complaints from subscribers that their copies of the *Only Paper in the East* are intercepted, especially on the way to various parts of the Peak, and that people who are to mean to subscribe or to come down to the hotel and pay ten cents to the newsboys, will waylay the coolies which distribute the papers, and feloniously make off with our valuable publication. We can understand any man being so anxious to read the *Telegraph* that he will do anything to get it; and we believe there are some people who haven't got ten cents on earth (though in the Great East after they will get if not a whole gold mine, at any rate a good reliable smelting furnace in full blast) and we know also from bitter experience that there are some people so fanatically economical that they will sit in the Supreme Court day after day waiting for libel actions to come on, so that they can hear the *Telegraph* read out without it costing them a cent; but as we are on a mission to reform the human race, regardless of expenses, we will undertake to render all such practices unnecessary. From this date any person who will prove on oath that he is poor, or too mean to pay ten cents for what is universally admitted to be worth ten dollars, shall be supplied gratis, and any person detected in stealing the *Telegraph* again will be publicly advertised as a thief. We have a few names ready.

TO-DAY'S MISCELLANY.

"What can China do for the Allies in the war?" asked a Home contemporary recently. Her arsenals can do something, her mineral wealth something else; but undoubtedly her greatest treasure is her man-power. It has been suggested that she might help to man the new ships now being built. This suggestion perhaps overlooks the fact that the sinking of a ship rarely means the annihilation of its crew. It would be worth while, however, for the Allies to inquire whether they could not find in China a new centre for wooden shipbuilding. The Chinese are adepts at building small wooden sailing ships, and there is no particular reason why they should not, under instruction and direction, be able to build large wooden ships with engines. They are extremely skilful in reproducing or following designs marked out for them, and there are prosperous dockyards at Hongkong. The need for ships is so great that this possible source of supply should not be ignored.

Who is Arbiloo? The answer

(says a C. M. S. missionary on the West Coast of Africa) is contained in the following extract from a lecture given recently in Nigeria by a gentleman named Adeoye Denig, and published at Lagos, price threepence:—"Mr. Chairman and gentleman.—The saying that 'poets are born and not made' seems to hold good in a subject of this nature, and every nation, I believe, is not without its national poets. England has its immortal Shakespeare and Milton, France its Voltaire, Italy its Dante, Germany its Goethe, and America its Elmer Wilcox. Coming nearer home, we find that Sierra Leone has its Samuel Jones, Lagos its 'Mojoal Agbebi, Ailare, Danuole, Oranjan, and Bisi, and Abeokuta has its Ode, Boko, Arubiodo, Oyelle, Kariho, and last but by no means least, the subject of our lecture to-night—'Arbiloo.' Those who desire to know more about the master poet of Abeokuta may like to have the full title of the pamphlet. Here it is: 'Lecture: Arbiloo, the Poet and his Wit. By Adeoye Denig, author of 'African Leaders', etc., Popular edition, threepence. Lagos, Nigeria, 1917."

A Wall Street "market-letter"

writer who has an excellent record for the correctness of his forecasts has been explaining how he does it. He judges the course of the market not by reason but by intuition. "When I write my market advice in the morning," he says, "I simply try to get the 'feel' of the market. I say that the outlook is that the market will go up or that it will go down. Sometimes I give my reasons, but very often I don't. I simply cannot give my reasons because I do not know them. In reply to the question why he does not himself speculate, he answers that he used to but never successfully. When he speculates his fears and hopes make him nervous and confused. He tries to justify his moves with reasons pro and con, and he loses his intuitive gift—or what, in the language of the country, he calls his 'hunch.'"

In commenting on this bit of

practical philosophy the New York *Bowling Post*, points out that a phenomenon not unlike this is often observed among fishermen, farmers, guides, and others who gain a reputation as local weather prophets. They have little scientific knowledge of meteorology, yet they have an uncanny habit of being right. William James, too, gives an example of dentists who will tell you that a tooth will break but cannot tell you why it will break. In all cases—market prophet, weather prophet, and dentist—the explanation is that there have been unconsciously or half unconsciously absorbed an indefinite number of items of knowledge which have not been analysed. These items, lying at the back of the mind, serve, as reasons, but they are too vague and incoherent to admit of scientific statement.

CIGARETTE & TOBACCO FUND.

The Latest Subscription Lists.

The following is the Subscription List to date:—

Acknowledged to June 8, 1917 ... \$21,751.49

Since received:—

Kowloon Customs Staff, per Mr. O. D. Gander ... \$ 49.00

Mr. Ho Kom Tong ... 500.00

Mr. E. J. Grist ... 5.00

T. C. D. (Bridge) ... 5.70

Mr. F. G. Becker, Wmpos. (June sub) ... 20.00

M.S.S. July ... 5.00

Collected by Mrs. W.E.L. Shenton, (List No. 2) ... 30.00

The Oil Kings ... 30.00

J.O.H., F.C.J., R.H., P.P.G.A.P., F.G., at \$10 ... 60.00

H.W.D., H.W.K., at \$8 ... 12.00

G.T.E., A.W.L.E., G.E.S., F.A.W., S.W., J.M.H., N.S.B., N.S.M., C.B.B., H.H., W.T.H., J.S.D., S.G.N., C.H.P.H., G.S.A., S.H.D., E.W.P., R.S.H.B., L.D., A.S., J.V.R., at \$5 ... 105.00

A.D.G., at \$4 ... 4.00

J.H.B., R.K., E.A., J.B., F.B., P.H.B., "Wallaby" II, W.S., G.M.S., J.H.B., at \$3 ... 30.00

A.R.A., W.B.J.R.K., F.W.J., D.J.F., R.W.M., C.H.D., R.C.H., H.J.N., C.H.B., R.J.R., T.R.O., J.A.R., H.E.M., R.T.B., A.S.L., T.C.D., W.J.H., G.B.L., O.B., W.B.M., C.B.B., A.O.L., G.G., F.S.T., E.G.S., J.H.O.G., G.A.T., K.M.C., A.D., at \$2 ... 60.00

Miss Moore, G.M.L., T.G.N., H.F.O., R.M., at \$1 ... 5.00

W.E.L.S., ... 16.00

Donations for June "Orderly Pay" ... 20.00

"Minors" \$3.00, "Athine" \$1.20, D.S.J., \$1.05 ... 5.25

347.25

\$22,683.44

Expended to June 8, 20,592.93

Since expended:—

300,000 cigarettes sent to the Troops at the Front ... 912.40

2 Cases sent to the Troops at Matilda Hospital ... 5.00

1 Case sent to Rev. Hastings for Naval Ratings in Hongkong ... 5.00

22,515.33

Balance in hand \$ 163.11

W. A. DOWLEY,

Hon. Sec. and Treasurer.

Hongkong, 7th June, 1917.

Acknowledgments.

Major C. Wheeler, 7th Orl. and Bucks. Lt. Infantry, April 13th, 1917.—Please accept for yourself and all subscribers to your fund the heartfelt thanks of all ranks of this battalion for the very generous gift of cigarettes received this morning. It is hardly necessary for me to say how very welcome such an addition to our weekly ration is. In our case it is most especially so, as we are in a zone where no civilians are allowed, and owing to the difficulty of transport it is very difficult to run a regimental canteen. 80 per cent. of our men have now been in this country 18 months or more and during that time they have had no leave even to Salonika. To such, you can well realize that they do count and are not forgotten by those whose job may not be in the firing line.

Major H. O. Crozier, for O. O. 1/Royal Dublin Fus. April 28th, 1917.—I have much pleasure in writing to you on behalf of the officers and men for your kind gift of 10,000 Woodbine cigarettes.

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

TONNAGE PROBLEM.

Transshipment Restrictions.

The Government of India desire to make it known that, in view of the tonnage situation, it has been decided that import and export prohibitions in the United Kingdom will henceforward be applied to goods brought there for transshipment to any port outside the United Kingdom, and British lines have been instructed not to book cargo on through bills of lading for transshipment to any port outside the United Kingdom.

In order to encourage neutral steamers to call at the United Kingdom ports, goods of which the import into the United Kingdom is prohibited, if brought there for transshipment in such vessels, will not require import licences, and if the goods are of a description of which the export from the United Kingdom has been prohibited, special consideration will be given to applications for export licences.

As regards goods brought to the United Kingdom in British or Allied vessels, applications for licences in respect of such goods proceeding to, or from British, overseas, or Allied countries, will be dealt with as favourably as possible.

In cases where direct shipping facilities are not available, it is desirable that no goods should be despatched for transshipment in the United Kingdom except in neutral vessels, until it has been ascertained that transshipment licences will be granted.

Shippers of goods will, therefore, be well advised to utilise direct shipping facilities where such are available. If, however, shipment is only possible by British or allied steamers and by a route involving transshipment in the United Kingdom, very early applications should be made to the Collector of Customs concerned in order to give the Government of India time to ascertain, by cable, whether transshipment will be permitted.

It is essential that all such applications should be accompanied by full details of the consignment, the destination, and the name of the consignee, the vessel by which it is desired to ship, and the name of the firm to be responsible for completing transshipment, the formalities on arrival of the goods in the United Kingdom.

Considerate Action.

The inhabitants of the colliery village of Bebeide, Northumberland, have subscribed £69 to buy new furniture to take the place of that destroyed by fire at the house of William Ramsay, who is serving at the front.

tes duly received per the B. A. Tobacco Company, Ltd. They were distributed to the men to-day after some tiring operations and, I need hardly say, very much appreciated. The "tag" is a great "stand by" to most of them.

It is very nice to receive a gift from so far East. I think the few old hands left will make for some part of the East as soon as they can get away from this sort of drainage system and we have finished with the Hun.

P. Erskine Lye, C.F. for the Commanding Officer, 7th K.S.L.I. May 10th, 1917.—It was very kind of you and those who subscribed to the "Cigarette and Tobacco Fund" to send us the 10,000 Woodbine cigarettes. They came at a very great moment for we had no cigarettes and the men were just getting ready for the attack on Easter Monday morning and "Woodbines" are the great favourite still. The cigarettes we were able to get in various Canteens did not make up for the lack of Woodbines. You will be glad to know that the Battalion did very well indeed, gained all its objectives without serious loss and at the end of the first day's fighting, the men, thanks largely to you, had got a decent smoke left. We are still at it, and are worrying the Boche who is very "nervy". With very many thanks for your kindness.

VICTORIA THEATRE.

Opening of Mr. Blascheck's Season.

Mr. Joseph Blascheck and Miss Alyce Austin made their first appearance at the Victoria Theatre last evening, and, despite the fact that they were working under circumstances calculated to militate against the success of any performance, had a good reception from that portion of the audience which had the decency to sympathise. The fact that the second half of the programme—the first part being a series of really interesting films—was somewhat late in being opened did not make a good beginning. In addition to this, the first two or three items were given to the accompaniment of an outburst of zeal on the part of some Chinese "musicians" on the other side of D. de Vaux Road and were punctuated by the passing of tram cars. The fans of the theatre, which had been stopped at the beginning of the two artists' efforts, were turned on again in the middle of a song by Miss Austin, and, after a recital of the above facts, it hardly needs be said that the hearing of the items was a difficult thing for all who were not within fairly close range of the stage. To make matters worse, there followed a display of manners on the part of the majority of the occupants of circle seats that made one feel a sense of shame. There is such a thing as etiquette for audiences, and the least that can be done by a person who feels that he or she cannot bear, and therefore cannot profit by staying, is to wait until the item being rendered is finished, and then leave. But, instead of this, it did not matter whether a fresh turn had just commenced, or whether one of the artists were right in the middle of a song or monologue, people just got up and stomped out—some even walked across the circle to laugh and chat with friends. Taken as a whole, the ill-mannered display of many of the circle patrons was a disgrace to themselves and to the Colony, though against this it was pleasing to see that some did have a sense of proper conduct.

Dealing with the actual performance, it must be said that Mr. Blascheck and Miss Austin did extremely well in the circumstances. Miss Austin's two best items were "Back Home in Tennessee" and "The Long Trail", both these songs being given in pleasing style and indicating that Miss Austin is the possessor of a really good voice.

Mr. Blascheck was both humorous and grave by turns, giving an excellent impersonation of a crotchety old magistrate, a good rendition of the war monologue, "Spotty", and, acting the old man to perfection in a sketch with Miss Austin, entitled "A Young Lady in an Old Man's House". "The House that Jack Built" was a smart little thing, and the programme was concluded by a very laughable imitation of two youngsters appearing to enjoy such an event in their household as the "Minister coming to tea." There were other items in the programme, all of high merit.

This evening Mr. Blascheck and Miss Austin will appear again, and it is hoped they will secure, as they richly deserve, a full and appreciative audience.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended June 30, 1917, as certified by the Managers of the respective Banks are as follows:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank...	\$ 7,106,695.	\$5,000,000*
Hongkong & Shanghai Bank...	\$12,366,533.	18,000,000
Merchants Bank...	\$ 1,099,303.	550,000*
Total...	\$20,572,531.	\$23,550,000
* Sterling Securities deposited with the Crown Agents valued at \$150,000.		
† Securities with the Crown Agents \$70,000.		

DAIRY FARM NEWS.

PURE MILK

An ideal summer beverage and the most nutritious food.

DAIRY FARM MILK is SAFE MILK.

WHEN YOU REVIEW THE SITUATION



on the market for beer, of course you will settle on PRIMO because it has been tried, proved and endorsed by all lovers of wholesome beer. An ideal beverage for summer months.

Stocked by all Wine and Spirit Merchants and Hotels in the Colony.

H. RUTTONJEE & SON.

16, Queen's Road Central.

BASEBALL AT HAPPY VALLEY.

U.S. Naval Team v. "Sons of Nippon."

To these adherents of the original American pastime of baseball it is announced officially that there will be "something doing" down at Happy Valley on Sunday afternoon (July 8) at 3 o'clock.

The recently-imported Japanese team of "fence busters", calling themselves the "Sons of Nippon", claim that the game of baseball was never intended to be played by men-of-the-sea, and that the finished article will be demonstrated to the team of Jack Tars from the U.S.S.—on Sunday next by this veteran Japanese team.

This war-cry has aroused the crew of the—, and when the ship's team faces the landlubbers from Japan there is going to be a "nice little party" at Happy Valley.

These two teams have been trying to get together for some time for a real game, but the conditions and officials could never be finally decided upon.—Contributed.

Bail Estimated.

A ship's engineer, named Thomas McCartney, was charged before Mr. J. R. Wood, at the Police Court this morning, with being drunk at West Point. Defendant did not appear, and his bail of \$5 was estimated.

Fan Tan.

A Chinese admitted before Mr. J. R. Wood, at the Police Court this morning, that he had been playing fan tan with others in the street. He stated that he was a "coolie", and did odd jobs. A fine of \$2 was imposed.

Coal in the Sea. At the Police Court to-day some light was thrown on a method employed by coolies for stealing coal. A Chinese was charged, before Mr. J. R. Wood, with being in unlawful possession of a quantity of coal. Sergeant Willis stated that the coal coolies had a practice of throwing coal overboard from lighters on which they were working, when the tide was high, and later, when the tide went out they waded out and picked up the coal they had left. A fine of \$4 was imposed.

TO-DAY'S ADVERTISEMENT.

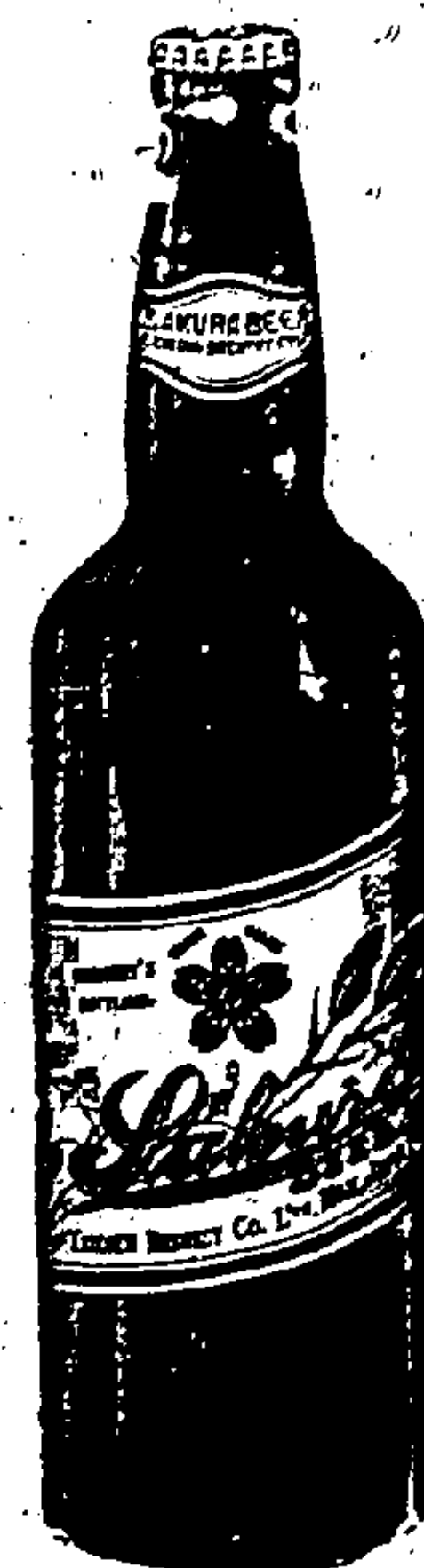
G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 15th day of July, 1917, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land above Bowen Road, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Rightly No.	Boundary Measurement (Approximate.)	Contents in Square Feet.	Annual Rent.	Upset Price.
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
10	10	10	10	10	10

SAKURA BEER



SOLE AGENTS: SUZUKI & CO. TEL. 468 ALEXANDRA BUILDING.

PYJAMAS

Made of Cotton, Flannel, Cellular Wool Taffeta, Silk, Silk & Wool etc, in weights suitable for present wear. All are designed and cut on full free lines that ensure perfect fit and comfort in wear.

PRICES RANGING FROM \$4.75 PER SUIT.

MACKINTOSH

Men's Wear Specialists, 16 DES VŒUX ROAD. TELEPHONE NO. 22.

Wm. Powell Ltd

TELEPHONE 346

HIGH-CLASS GENTLEMEN'S OUTFITTERS.

STIFF AND SOFT DOUBLE CUFFS. SHIRTS FOR SUMMER WEAR. SUBSTANTIAL LIGHT-WEIGHT MATERIALS.

FITTED WITH THE NEW COAT SLEEVE.

This ensuring the proper setting of the cuff.

— DRESS SHIRTS — WITH STIFF OR PLEATED FRONTS.

COLUMBIA RECORDS.

BY Y SAYE.

(THE FAMOUS BELGIAN VIOLINIST.)

7108 Concerto in E minor... (Mendelssohn.)

7106 Hungarian Dance No. 5... (Brahms.)

7103 Ave Maria... (Schubert.)

36514 Scherzo Valse... (Chabrier.)

36552 Reve D'Enfant... (Ysaye.)

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD. TEL. 1322.

D.C.L.

Malt Extract

with

Cod Liver Oil.



The Distillers Coy., the largest firm of Distillers in the World, has at its disposal a supply of the best and choicest barley procurable, which is malted on their own premises by the most scientific methods of manufacture.

SOLE AGENTS:—

CANDE, PRICE & CO., LTD.

TEL. NO. 135. 6, Queen's Road, Central, Hongkong.

SHIPPING.

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years; or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

CANADIAN PACIFIC



QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.

Electric Light in Every Cabin. Electric Light in Every Cabin.

One Two and Three-Room Suites with Private Bath.

Laundry-Gymnasium-Vernandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamships, with Modern Accommodations.

Excellent Table. Reduced First Class Fare.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All STEAMERS call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European Ports and the West Indies.

For information as to Rate of Freight, Passage, etc. apply to

Agents:

HONGKONG-MANILA-SHANGHAI-NAGASAKI-MOJI-KOBE-YOKOHAMA.

J. R. SHAW,
General Agent, Passenger Department,
Hong Kong

TELEPHONE 42.

J. M. WALLACE,
General Agent,
Hong Kong

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong.

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira...	Sinaba Maru Capt. Higo T. 12,500	[MON., 16th July, at 11 a.m.]
VICTORIA, B.C. & SEATTLE via Kailash, S'hai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama...	Yokohama Maru Capt. Terada T. 12,500	[WED., 1st Aug., at noon]
SHANGHAI, Kobe and Yokohama...	Atsuta Maru Capt. Itsuno T. 16,000	[SATUR., 14th July, at 11 a.m.]
SHANGHAI, Kobe and Yokohama...	Hitachi Maru Capt. Tomioka T. 13,500	[WED., 18th July, at 11 a.m.]
SHANGHAI, Kobe and Yokohama...	Iyo Maru Capt. Takano T. 12,500	[TUES., 31st July, at 11 a.m.]
SHANGHAI, Kobe and Yokohama...	Ceylon Maru Capt. Tada T. 10,000	[SATURDAY, 14th July, at 11 a.m.]
NAGASAKI, Kobe and Yokohama...	Saki Maru Capt. Yoshikawa T. 12,500	[FRI., 13th July, at 11 a.m.]
KOBE	Jinsen Maru Capt. Nagaya T. 8,000	[TUESDAY, 10th July]

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.

Wireless Telegraphy.
Telephone Nos. 292 & 293.NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	18,000	17th July
SIBERIA MARU	18,000	27th July
TENYO MARU	22,000	10th Aug.
NIPPON MARU	11,000	25th Aug.
SHIKYO MARU	22,000	7th Sept.
PERIA MARU	9,000	22nd Sept.

The S.S. "NIPPON MARU" and S.S. "PERIA MARU" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons
ANYO MARU	18,500
KIYO MARU	17,200
SEIYO MARU	14,000

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc. apply to

T. DAIGO, Agent.
KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between MANILA, HONGKONG AND SAN FRANCISCO. Next sailings for SAN FRANCISCO via NAGASAKI. Subject to change without notice.

S.S. Bintang 19th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada. For particulars of Freight and Passage, apply to:-

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU. SEPTEMBER 5, & NOVEMBER 16, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street. Tel. 1934.



THE ROYAL MAIL STEAM PACKET COMPANY.

Owners of The "SHIRE" Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 415, Sup. Ex. No. 10. Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
H'HOW, PHOI & H'PHONG	Kailong	8th July at d'light.
SHANGHAI	Anhui	8th July at d'light.
SHANGHAI	Sunning	10th July at 4 p.m.
SHANGHAI	Shantung	12th July at 4 p.m.
W'WEI, C'FOO & TIENTSINKUEICHOW	Yingchow	14th July at noon.
SHANGHAI		15th July at d'light.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly. S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE.—TWIN-SCREW STEAMERS. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 38.

Hongkong July 6, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular, Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini		in port	10th July	SHANGHAI
Tjibodas		in port	10th July	KOBE via MOJI

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine. FOR SWATOW, AMOY AND FOOCHEW AND RETURN. (Occupying 3 to 10 days.)

Steamships	Captain	Leaving
Haitan	A. E. Hodgins	FRI., 13th July, at noon.
Haihong	J. W. Evans	TUES., 17th July, at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	Loongsang	Sat., 7th July at 3 p.m.
SHANGHAI	Wingsang	Thur., 12th July at d'light.
HAIPHONG	Taksang	Thur., 12th July at 7 a.m.
MANILA	Yuensang	Sat., 14th July at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai. These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon.

HANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Billings are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with steamships by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Siam when indicated on bills.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datin.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE: NEW YORK.

Branches and Agencies in all parts of the Commercial World.

BANKERS. FORWARDERS. TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHEQUES—the best form in which to carry travel funds.

13, QUEEN'S ROAD, CENTRAL, TEL. NO. 2000.

SHIPPING NEWS.

Panama Canal Tolls.

The basis of the levy of tolls on ships passing through the canal is their earning capacity. Their earning capacity, without deck load, is comprised of the interior spaces available for carrying cargo or passengers. This is called the net tonnage as determined by the rules for measurement for the Panama Canal, each net ton being 100 cubic feet of earning space. Tolls are levied at the rate of 1.20 dols. per net ton, Panama Canal measurement, on ships carrying cargo or passengers, plus 1.20 dols. per 100 cubic feet of space occupied by deck load, with the limitation that the amount collectible shall not exceed the equivalent of 1.35 dols. per net ton on the net tonnage as determined by the rules for registry in the United States. Inasmuch as it is the practice for lines to consider 40 cubic feet of cargo a ton, when it is more remunerative to charge on the basis of space occupied than on deadweight, a cargo ship can carry at least 2 1/2 bill-of-lading tons in each 100 cubic feet (canal ton) of cargo space. On ideal loading the charge of 1.20 dols. per ton is equivalent to 48 cents per bill-of-lading ton. In actual practice the loading of ships varies greatly, and the ratio of the tolls to the cargo carried is widely variable. The tables following show the pro-rated cost of canal tolls per ton of cargo carried on all the ships making the transit during the last six months of the calendar year 1916 with whole cargoes; that is to say, carrying only one commodity at the time of transit. Commodities shipped through the canal in whole cargoes during that period included nitrates, coal, crude oil, sugar, lumber, iron ore, manufactured goods of iron and steel, refined petroleum, coke, chrome ore, fuel oil, manganese, cattle, oats, naptha, barley, cement, gasoline, beans, phosphates, zinc ore, explosives, wheat, licorice, copper ore, coffee steel, cacao, and jute sacks. In the tabulation for each commodity, published in the "Canal Record," opposite the name of the ship are given the tons of cargo carried, based on the deadweight statements made by the masters on the cargo declarations, the net canal tonnage, the tolls collected, and the pro-rated cost of the tolls per ton of cargo.

Why The Government Requisitioned Ships.

Mr. Bonar Law, in the course of his reply on the debate on the Budget, in the House of Commons, said that with regard to the shipping proposals there seemed to be a misunderstanding. One hon. member spoke as if the object of the Government was to punish shipowners, but he could assure the House that there was no feeling of that kind; but there was no doubt whatever that the public had a feeling that the shipping trade had made too much in the way of profits on the war. The Government had decided in dealing with the shipping trade not only to get control of the ships in the sense of getting the best use of the vessels in the national interest; but to control their profits, not by the ordinary excess profits duty, but by a system of requisitioning them. It was found that there was a certain class of vessels which could not be adopted which as between the different classes brought out a fair result. If the same taxation arrangements had been made as before with regard to the un requisitioned steamers it would have meant that the Government would have practically been guaranteeing these shipowners the pre-war rate. This was because the pre-war year standard of freight was a very high one. His own impression was that shipowners as a whole would realise that the Government had tried to deal with them as fairly as public opinion and the present position of matters enabled them to do, and he believed, as one hon. gentleman had said, that there was no danger of shipowners making a "howl" about it. (Hear, hear.)

The "Divine Sarah."

Madame Sarah Bernhardt's doctors, says a New York message, report that the patient's exceptional pluck and vitality are pulling her through. The "Divine Sarah," who met with serious accident recently in America and is now in New York, is seventy-two years old.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, June 15, 1917.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope. Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,or to BRISS & Co., Canton
Hongkong, 2 Jan., 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE APPLY—
EXILE GARAGE.

TEL. No. 1062

DES VOUE ROAD.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives,
FORWARDING DEPT.
1a, Chater Road. Phone No. 1508.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.

For freight and passage apply to—

Yok Building, Tel. 1574. JAVA-CHINA-JAPAN LIJN.
Hong Kong, 30th Dec., 1916. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU

THE SUNSHINE BELT.

The most comfortable route to America and Europe

Sailings from Hongkong.

S.S. "COLOMBIA" July 18, at noon.
S.S. "VENEZUELA" Aug. 15, at noon.
S.S. "ECUADOR" Sept. 12, at noon.

These steamers have the most modern equipment including over
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to— Company's Office in
ALEXANDRA BUILDINGS,
Chater Road.

Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 7th JULY, 1917.

10.00 p.m. Heungshan. | 4.30 p.m. Kinshan.

SUNDAY, 8th JULY, 1917.

10.00 p.m. Fatshan. | 4.30 p.m. Heungshan.

HONGKONG-MACAO LINE.

S.S. Tai Shan Tons 2,008. | S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 8th JULY, 1917.

The Company's Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at
9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
The attention of the Public is drawn to the facilities afforded by the Police
Department of the Macao Government. Passes are issued at the Police Station
facing the Company's Wharf thus obviating delay and trouble in having to apply at
the Head Police Station for permits.
Fares: Saloon, Single \$3, Return \$5.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. "SUI TAI"

Leaves Macao for Canton every Monday, Wednesday and
Friday at 3 p.m. and Canton to Macao every Tuesday, Thursday
and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 569 Tons.

One of the above Steamer leaves Canton for Wuchow every
Monday, Wednesday, and Friday, at about 8 a.m., and the other
leaves Wuchow for Canton on the same days at 8.30 a.m. Round
trips take about 5 days. Passengers can return to Hongkong or vice
versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.
4077 HONGKONG (First Floor), Opposite the Police Station

NOTICE.

TAIKOO DOCKYARD,
BUILDERS OF SHIPS, ENGINES,
BOILERS

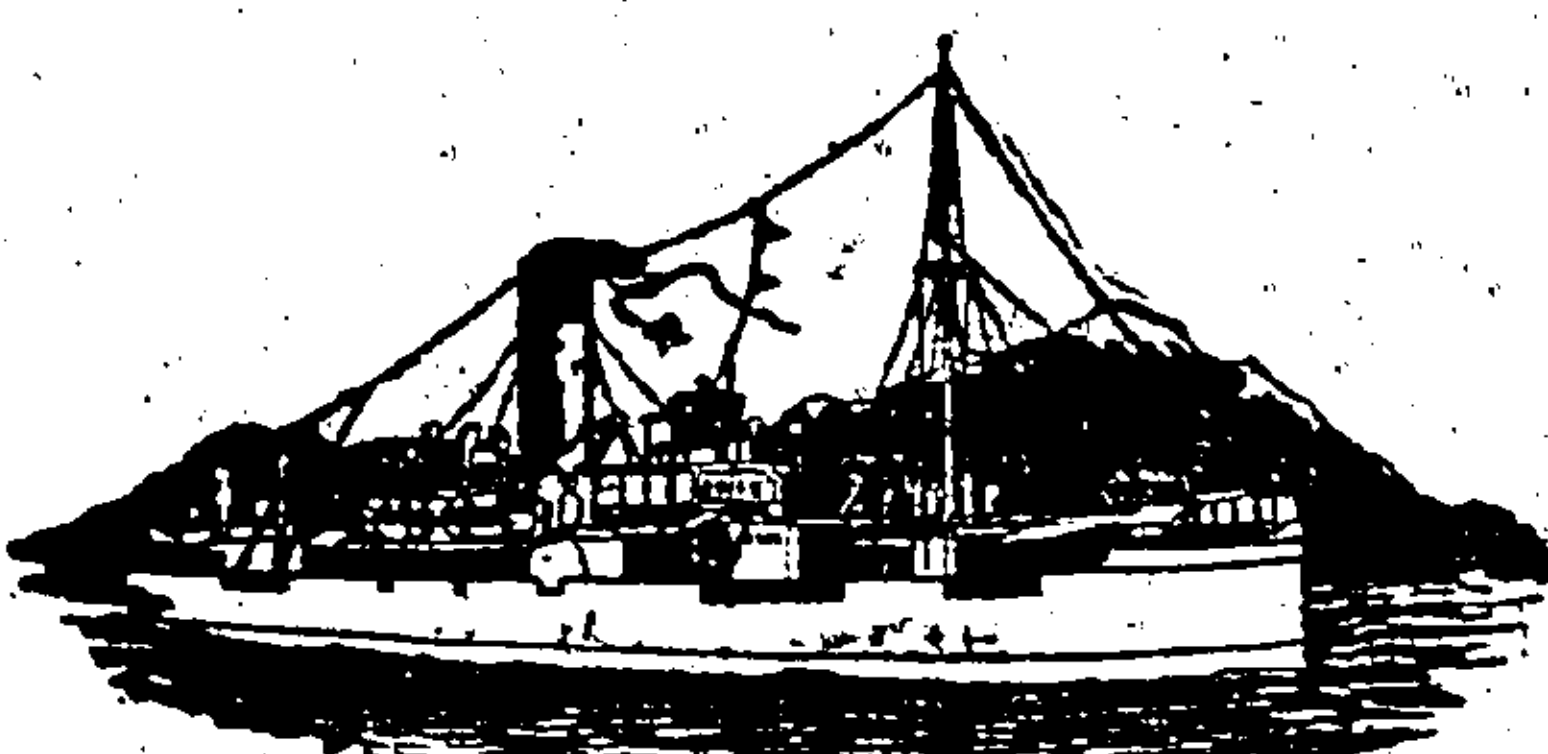
Of all Types and Sizes, Repairers, Salvors,
Forgemasters, Brass and Iron Founders,
Electrical and Mechanical Engineers.

GRAVING DOCK.

787' X 88' X 34'-6"

PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES
Ranging up to 100 Tons.

S.S. "RAJANG" launched April, 1916.

OXY-ACETYLENE

and Electric Welding Systems.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.
Marine & Road Motors, Light Draft Carriers,
Guanoes, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every descrip-
tion. Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND
ENGINEERING COMPANY,
OF HONGKONG, LIMITED.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Tel. Address "TAIKOODOCK" Tel. No. 212.

CONSIGNEES

JOINT SERVICE
of the
"NEDERLAND" AND
"ROTTERDAM LLOYD"
Royal Mail Lines.

NOTICE TO CONSIGNEES.

THE Steamship

"RINDJANI"

having arrived from SAN
FRANCISCO, consignees of car-
go are hereby notified that all
goods are being landed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may
be obtained.

No claim will be admitted af-
ter the goods have left the Go-
dows, and all Goods remaining
undelivered after noon the 12th
July 1917, will be subject to
rent.

All claims against the steamer
must be presented to the under-
signed on or before the 16th July,
1917, or they will not be recog-
nized.

All broken, chafed and damag-
ed Goods are to be left in the
Godowns, where they will be
examined on the 13th July, 1917,
at 10 a.m. by the Company's
Surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance, whatsoever
has been effected.
Bills of Lading will be counter-
signed by

JAVA CHINA-JAPAN LIJN.

Agents.

Hong Kong, 5th July, 1917.

NOTICE.

SINGON & CO.

Established A.D. 1880.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Castings, General Store-
keepers and Shipbuilders. For 24, and
27, Star Street, (Old Street, west
of Central Market) Telephone No. 24.

CONSIGNEES

WATERHOUSE STEAMSHIP
LINE.

NOTICE TO CONSIGNEES.

From SEATTLE & JAPAN
PORTS.

THE Steamship

"KEISHU MARU"

having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited,
whence, and/or from the wharves,
delivery may be obtained.

Goods not cleared by the 12th
July, at 5 p.m. will be subject
to rent.

All broken, chafed and damag-
ed packages are to be left in the
Godowns where they will be
examined by Messrs. Goddard &
Douglas on 12th July, 1917, at
10 a.m. Claims against the
steamer must be presented within
10 days of arrival otherwise they
will not be recognized.

No Fire Insurance will be
effected by us in any case what-
soever.

Bills of Lading will be counter-
signed by

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 5th July, 1917.

NOTICE.

IT MAY SURPRISE YOU

BUT WE CAN PROVE THAT

YOU LOSE

BY NOT ADVERTISING IN THE

DOLLAR DIRECTORY.



VESSELS LOADING AND TO LOAD.

Destination:	Vessel's Name:	For Freight Apply To:	To be Despatched:
NEW YORK, SAN FRANCISCO AND CANADA.			
San Francisco via Japan	Willis	J.C.J. L.	8, July
Victoria, B.C., & Japan	Inaba M.	N. Y. K.	16, July
San Francisco via Japan	Korea M.	T. K. K.	17, July
San Francisco via Japan	Colombia	P. M. S. S.	18, July
San Francisco via Japan	Rembrandt	J.C.J. L.	18, July
San Francisco via Japan	Bintang	J.C.J. L.	19, July
San Francisco via Japan	Siberia M.	T. K. K.	27, July
Victoria, B.C., & Japan	Yokohama M.	N. Y. K.	1, Aug.
San Francisco via Japan	Goentoe	J.C.J. L.	1, Aug.
San Francisco via Japan	Tonyo M.	T. K. K.	10, Aug.
San Francisco via Japan	Venezuela	P. M. S. S.	15, Aug.
San Francisco via Japan	Rindjani	J.C.J. L.	15, Aug.
San Francisco via Japan	Nippon M.	T. K. K.	25, Aug.
San Francisco via Japan	China	P. M. S. S.	5, Sept.
San Francisco via Japan	Shinyo M.	T. K. K.	7, Sept.
San Francisco via Japan	Ecuador	P. M. S. S.	12, Sept.
San Francisco via Japan	Vondel	J.C.J. L.	12, Sept.
San Francisco via Japan	Persia M.	T. K. K.	22, Sept.
San Francisco via Japan	(Koningin der N.)	J.C.J. L.	26, Sept.

JAPAN AND COAST PORTS.

Manila	Loongsang	J. M. Co.	7, July
Hoibow, Pakhoi and Haiphong	Kaifong	B. & S.	7, July
Shanghai via Swatow	Yusang	J. M. Co.	8, July
Shanghai	Anhui	B. & S.	8, July
Shanghai via Amoy	Tyikini	J.C.J. L.	10, July
Kobe via Moji	Tyibodas	J.C.J. L.	10, July
Kobe	Jinsen M.	N. Y. K.	10, July
Shanghai	Sunning	B. & S.	10, July
Shanghai	Shantung	B. & S.	12, July
Haiphong	Taksang	J. M. Co.	12, July
Shanghai	Wingsang	J. M. Co.	12, July
Nagasaki, Kobe and Yokohama	Aki M.	N. Y. K.	13, July
Swatow, Amoy and Foochow	Haitan	D. L. Co.	13, July
Weihaiwei, Chefoo and Tientsin	Kuichow	B. & S.	14, July
Shanghai, Kobe and Yokohama	Atsuta M.	N. Y. K.	14, July
Shanghai, Kobe and Yokohama	Ceylon M.	N. Y. K.	14, July
Manila	Yungsang	J. M. Co.	14, July
Shanghai	Yungchow	B. & S.	15, July
Shanghai, Kobe and Yokohama	Hitachi M.	N. Y. K.	18, July

NOTICES.

**MITSUBISHI COSHI
KWAISHA.**
(MITSUBISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASIMA, OCHI, MUTARE, KISH-
IDAKE, YOSHINOTANI, MOJO, HAMA-
ZUTA, SAYO, KANADA, SHINKEI,
KAWAYAMADA, HIRAI and OTSUKA
Cellulose.

Agents for SAKITO COAL.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI,
MOJI, KARATSUGI, WAKAMATSU,
OSAKA, MURORAI, HAKODATE,
KOBÉ, OSAKA, KURE, TOKYO, YOKO-
HAMA, NAGOYA, TSUBUYA, VLADI-
VOSTOK, HANKOW, PEKING,
LONDON, NEW YORK, SHANGHAI,
HONGKONG, HAIPHONG and
CANTON.

Cable Address:—"IWASAKI,"
Codes: AL, A.B.A. 5th Ed., West-
ern Union, and Bentley's.

AGENTS:—
CHINKIANG—Messrs. GRAB-
ING & CO., MANILA—Messrs.
MACONDRAY & CO., SINGA-
PORE—Messrs. BORNEO CO.,
LTD., GLASGOW—Messrs. A.B.
BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—

K. KATO,

Manager,

Hongkong, No. 2, Pedde

CONSIGNEES

TOYO KISEN KAISHA.

S.S. "KIYO MARU."

From SAN FRANCISCO

and JAPAN PORTS.

The above named steamer
having arrived, consignees of
cargo are hereby notified to
send in their Bills of Lading for
countersignature, and to take
immediate delivery of cargo from
alongside.

Cargo remaining undelivered
on 2nd July, at 5 P.M., will
be landed at consignees' risk and
expense, and delivery must then
be taken from the Company's
Godown.

Storage charges will be assess-
ed on all cargo remaining un-
delivered on 7th July, at 5 P.M.

No Fire Insurance whatever
will be effected.

No Claims will be recognised
after the goods have left the
Steamer or Godown.

All chafed and damaged cargo
will be landed into the Company's
Godown, where they will be
examined on 11th July, at 10 A.M.

No Claim will be recognised if
filed after the 15th July, 1917.

T. DAIGO,

Agent.

Hongkong, 1st July, 1917.

HOTEL LISTS.

HONGKONG HOTEL.	
Anderson G.E.	Johnson P.
Amüller K.H.	Joseph E.W.
Atcock J.B.	John R.
Bellows Mrs. E.R.	Johnson P.
Barlett R.M.	Johnson W.C.
Barber W.L.L.	Knox Dr. A.T.
Branch Capt. & Mrs.	Kay Dr. F.T.
R.	King O.
Billing S.T.	Kirkland Mr. & Mrs.
Baxter Mr. & Mrs. H.	H.T.
A.	Kane Mr. & Mrs. H.
Baxter Master	N.
Bibb R.	Lavallee G. Guidon
Boring J.H.	Larson Mr. & Mrs.
Brown W.G.	C.
Burck R.J.	Larson A.
Costello G.E.	Leida Mr. & Mrs. J.J.
Corneliusson Mrs.	Little O.
Corneliusson Mrs.	Loftfield S.
Complan D.E.	Labanaud E.
Colson L.A.	McNees Mrs. T.E.
Carson O.E.	Marriott Dr. & Mrs.
Cawford F.M.	O.
Courtenay J.D.	Maxin H.E.
Carlton F.	Sherry Dr. J.C.
Chandler S.W.	Powe J.F.
Coster M.E.	Frederick Mrs.
Darvelly D.E.	Ray E.H.
Davenport Mr. & Mrs.	Reay Miss F.A.
Mrs. W.B.	Read G.V.
Davis Mrs. F.E.	Reubens Dr. D.
Dawley W.A.	Rice F.
Edgar M.	Roberts B.A.
Fase J.	Square Miss A.
Fetterley H.M.	Slade Mrs. A.
Friedman H.	Sober Mr. & Mrs. V.
Forryth A.	Sorensen A.S.
Frankie J.	Sherry Dr. J.C.
Farney J.	Stassman E.
Ferguson R.	Stibley J.C.
Goulbourn V.	Sherman H.M.
Gordon A.G.	Stewart H.M.
Geinassenhoff Mrs. M.	Stones S.E.
H.	Tout A.L.
Hall Capt. T.P.	Templeton C.P.
Hodgins Mrs. A.E.	Tompson F.G.
Hodge W.J.	Varin M.H.
Hannibal Mr. & Mrs.	Ward Mr. & Mrs. J.G.
W.A.	Walker Mrs. H.A.
Hooper & Shelton	Walther Mr. & Mrs.
Hope L.	Williams S.T.
Hussey Capt. L.	Wolfe C.F.
Hunter L.E.S.	Zacharias W.F.
Haiper G.	
Innes Capt. R.	
Joseph E.M.	

KING EDWARD HOTEL.

Almond Mrs. R.	Manners Mr. & Mrs.
Anderson R.F.	McGee Mrs.
Baergerman G.	Miller J.R.
Baker W.	Nathan Mrs.
Beggs W.J.	Nathan Mrs.
Cheng Mr. & Mrs. T.S.	Parsons Mrs. W.C.
Costello G.E.	Parsons Mr. & Mrs.
Carson C.W.	Parsons Mr. & Mrs.
Clark D.	Parsons Mr. & Mrs.
Fetterley K.M.	Parsons Mr. & Mrs.
Fulbright Mr. & Mrs.	Parsons Mr. & Mrs.
Fisher P.H.	Richardson Mr. & Mrs.
Hammes Mr. & Mrs.	Mrs. O.E.
Hausen L.	Routh W.M.
Hartley A.G.	Sim J.
Hawker A.S.	Sligh E.H.
Jackson Mr. & Mrs.	Stewart Mr. & Mrs.
James B.	Stewart Mr. & Mrs.
Joseph J.	Shaw Mr. & Mrs. J.R.
Janzen	Taylor Mrs.
Laven	Thomas J.R.
Liddell Mrs.	Underwood Mr. & Mrs.
Moley W.	
McAlister Mr. & Mrs. Yule A.C.	
Macdonald A.D.	

PEAK HOTEL.

Bitt D.K.	MacIntyre Mr. & Mrs.
Barbora J.E.	Nail
Boon Mr. & Mrs. C.	Macaulay R.A.M.C.
Carr Mr. & Mrs. F.W.	It. & Mrs. H.M.C.
Cass Mr. & Mrs.	Measer Hon. C.McI.
L.A.	Methos Mr. & Mrs.
Cook Miss S.	Viera de
Douglas Capt. & Mrs. Perkins T.L.	Roberts Mr. & Mrs.
Darling R.E. Col.	Roberts Mr. & Mrs.
Dunker Mr. & Mrs. W.E.	W.E.
Davis Sir W. Ross	Smith Findlay Mr.
Dubois Mr. & Mrs.	Mrs. A.
Evans F.W.	Smith Findlay Mr.
Ellis S.H.	Mrs. V.
Fuller Denman	Skinner Miss.
Gilman Capt.	Ventrin Miss.
Gundot Mrs. E.	Ventrin Miss.
Hale Mr. & Mrs. B.A.	Ventrin Mr. & Mrs.
Hoch Mrs.	Ward Lt. Col. John
Hearnings Mrs.	M.P.
Kadoorie Sir Ellis	Wood Mrs. Dumford
Le. belet Mr. & Mrs.	Wood Mrs. Dumford
Littaye A.	Yeung Cui

KINGSOLBRE HOTEL.</

SUBMARINES.

The Moral for the Nation.

The Naval Correspondent of the *Observer* writes on April 29 as follows:—The week's return of forty ships over 1,000 tons and fifteen under that figure sunk by submarines has opened all eyes to the real and abiding gravity of the submarine warfare. It is a moment for measured and cautious words. It is emphatically the moment to strengthen the hands of those who are bearing an almost intolerable weight of responsibility, and not to weaken them by attacks or partially-informed criticism, especially criticism which springs from unwarmed motives. The slight hopes to which the reduction in the number of attacks a fortnight ago gave rise have not only not been justified, but the total number of such attacks chronicled for the week ended April 22 is double the average of the preceding weeks. The shorter nights, the finer weather, and increased effort on the part of the Germans induced thereby are the causes, together, probably, with the increased skill of their men, and fresh plans, the fruit of experience. Whether they will be able to sustain their effort at its present intensity remains to be seen. It can only be said that, in the opinion of these best qualified to judge, there is no reason to anticipate any change for the better.

As regards the need for frugality in the available supplies, the nation knows what it has to do. The choice which lies before it is gratification of its appetite now with submission in the future to the intolerable yoke which the success of the iniquitous policy of the Germans would lay upon the world, or whole-hearted co-operation with the Navy in the task of bringing that policy to a head. But there is another side to the question which is more distinctively naval, and which should be driven home on the nation in order that the pressure of public opinion may be brought to bear and the military risks to which the present crisis is subjecting us may be lessened. The *Observer* has, for months past, pointed out that proper weight is not given to naval opinion in the war councils of the Allies. Plans have been arranged which depend entirely for their success on the power of the Admiralty to provide ships for transport and the safeguarding of the routes by which they travel and the share of the Admiralty has been restricted to finding the ships and affording the necessary protection. The result is that the Navy is over-weighted with the responsibilities which have been thrust upon it.

What is the real meaning of the German submarine successes and of the Channel raids? It is that the resources at the command of the Admiralty are employed all over the world, in the execution of war plans which the Admiralty has had no share in forming. Before the Admiralty is criticised for failure to grapple with the U-boat campaign, it is necessary to know if the advice tendered by its professional members has been accepted and acted upon. Before we grumble at the inability of the Navy to protect food-ships, it is necessary to know whether other and imperative claims are not made upon the Navy for protection which absorb, and more than absorb, the resources at its disposal. The facts speak for themselves to anyone who will take a map of the world and study our commitments in all parts of it. The matter need not, and cannot be discussed in detail.

That everything has been complicated by the sleepy optimism of the late Board is not denied. If the resumption and extension of the submarine campaign had been foreseen, and timely measures taken to meet it, the situation would have been less acute. But that does not alter the fact that the present pressure arises from commitments previously undertaken without the advice of the sailors. The question is, whether any action is now being taken to reduce those commitments, or whether they are not being, either consciously or automatically, enlarged? If the latter be the case, it cannot be denied that we are running a most serious

SOCIETY IN WAR TIME.

Abolition of Treating Has Good Results.

An enormous reduction in convictions for drunkenness is not the only evidence adduced in the report of the Liquor Control Board as justification for the war-time restrictions imposed on the sale of liquor. This reduction amounted in 1916 to 50 per cent. on the figures for 1914, and returns for the first three months of 1917 indicate that the decrease continues to progress.

After all, these figures relate only to the habitual or occasional drinkers, and the Board attach more importance to the fact that the habit of "soaking" has been practically suppressed, and a vast amount of unnecessary or excessive drinking has been prevented.

There is a mass of testimony that the prohibition of treating has been welcomed as checking a convention which had become onerous. The beneficial effects of the prohibition upon the efficiency of the Army have obtained for it warm and general approval from the military authorities.

Allegations of increased home-drinking are found by the Board in the great majority of specific cases. To be unsupported by substantial evidence. The bulk of the best available testimony is in the opposite direction. The same conclusion applies to the allegations of increased drinking among women.

It has been proved that by extinguishing private interest in the sale of liquor and a strict system of control, excessive drinking can be reduced in a marked degree, and that in houses where liquor is sold under conditions of comfort and decency there is less inclination to drink to excess than in mere drinking bars.

risk of disaster, either through failure of supplies, or through such a dissipation of the units necessary for work in the main area of naval operations that effective superiority there can no longer be counted upon. To bring about such a dissipation of our strength to foment an outcry for protection here and protection there, is the whole naval policy of Germany; there is abundant evidence of that. The Channel raids show it. The attacks on hospital ships show it. The exasperated warfare against British merchantmen in particular shows it. If we look at the raids and the attacks on hospital ships separately, they seem purposeless and savage. But if we co-ordinate the whole, we see a purpose, and a purpose the success of which would be deadly. The demand for further protection made by the corner's jury, at Ramsgate suggest that the German policy is not without effect. Whatever happens, the power of the Grand Fleet to do its work must not be put in jeopardy, or we run the risk of completely losing the command of the sea, and with it, all. Those who have the direction of the war in their hands have allowed themselves to become too much saturated with the maxims of Continental warfare. In giving our all with out stint to the support of our Allies, we stand in danger of forgetting the principles on which the security of our sea power rests, and of forgetting also that our sea power is the corner-stone of the Alliance.

I am afraid some people are still looking for a miracle-monster. If so, they are doomed to disappointment. The Board of Admiralty may be changed again and again; but we shall experience no relief so long as more is crammed on to the back of the Navy than the Navy is able to carry. The application of this postulate to the circumstances of the time is the business of the Government. The nation can do no more than to let it be known that it expects the advice of the responsible sailors to be heeded, and that if events should show that it has not been heeded, it means to know the reason why. It is now more than ever necessary that the voice of a sailor, speaking with full authority in the supreme councils of the Allies, should be heard.

VICTORIA CROSSES.

Thirty Awarded to Empire's Heroes.

London, June 8.—The *London Gazette* announces the award of thirty Victoria Crosses, seventeen to British regiments, one to an Indian, one to a Rhodesian, which is the first time a Rhodesian has won the Cross, six to Australians, four to Canadians and one to a New Zealander.

The official accounts of the super-valour, though related in uncoloured language, almost surpass anything imaginable.

Numbers of the recipients already hold the Distinguished Service Order and Military Cross, some both with bars. In gaining the highest decoration, practically all have shown most conspicuous bravery on several occasions.

Major George Wheeler, Gurkha, receives the Cross for most conspicuous bravery and determination. With a Gurkha officer and eight men, he crossed the river and immediately rushed an enemy trench under heavy bombing and rifle machine-gun and artillery fire.

Having gained a footing on the river bank, he was almost immediately counter-attacked by a strong enemy party with bombers. Wheeler immediately led the charge with another officer and three men.

He received a severe bayonet wound in the head, but managed to disperse the enemy. His bold action undoubtedly saved the situation. Despite his wound, he continued to consolidate the position.

Posthumous Awards. The awards of Victoria Cross announced in the *London Gazette* include eight posthumous awards.

The following are among the recipients of the Cross:—

Lt.-Col. E. D. Henderson, Lieut.-Colonel E. Develand Henderson, killed, North Staffordshire Regiment. He brought up the battalion under very heavy fire to the front line, incurring very heavy casualties. When an enemy counter-attack had penetrated the firing line and the situation was critical, Henderson, although wounded, jumped on to the parapet and advanced alone for some distance ahead of his battalion under most intense fire.

He was again wounded but continued to lead the men most gallantly and finally captured the objective with the bayonet. He was again twice wounded and was eventually brought in dying.

Major F. W. Lumsden.

Major F. W. Lumsden, who had previously won the Distinguished Service Order, Artillery. He brought in six enemy guns under most intense fire. He was personally leading four artillery teams with the infantry through a barrage when some of the teams were put out of action, but he again traversed the barrage, time and again, with teams and eventually charged the enemy who were endeavouring to recapture the sixth gun, drove them back and secured the last gun.

Lieutenant Donald MacKintosh, killed, Seaforth Highlanders. During an advance he was shot through the leg, but he continued to lead the men capturing the trench. He repulsed a determined counter-attack and was again wounded and unable to stand.

Nevertheless, he continued to control the situation and then sufficiently recovered to proceed with fifteen survivors against the final objective, getting out of trench with the greatest difficulty. He encouraged the men forward when he had been mortally wounded. His gallantry and devotion are beyond all praise.

Lieut. F. H. McNamara.

Lieutenant F. H. McNamara, Australian Flying Corps. During an aerial raid upon a hostile train, another pilot was forced to land. McNamara descended to his rescue despite approaching enemy cavalry and heavy rifle fire.

Although severely wounded in the thigh, he ascended with the stranded pilot, when owing to his wound, his machine overturned. Nevertheless, he set his machine on fire, reached the stranded aeroplane and despite great loss of blood, flew home to the aerodrome, a distance of seventy miles, completing the rescue.

AMERICAN TROOPS FOR FRANCE.

British War Office Reveals Extent of U.S. Service.

London, May 28.—An official statement issued here to-day says that, counting the Americans serving in the British and French armies and the additional units ordered to France, there will soon be 100,000 Americans in France.

The statement was issued by the British War Office to-day with the object of showing America's complete participation in the war and its ability to give immediate powerful aid. It refers to the Draft bill which will give an army of 2,000,000 men, and says there are prospects of the greatest success for the loan, of which \$750,000,000 has already been advanced to the Entente Allies.

The statement declares that flotillas of destroyers are co-operating with the Entente Allies in the submarine zone; that one army division, a force of marines, and nine regiments of engineers have been ordered to France, and that 10,000 doctors and many nurses have been ordered to England, hundreds of these having already arrived.

Together with the Americans already serving in the British and French armies, the announcement says, "these additional units will shortly give a total of 100,000 Americans in France, equalling five German divisions."

Details are given of the increase in the National Guard and the regular army and the doubling of the navy personnel, the statement then saying:—

"Forty thousand young Americans of the best type are now assembled in sixteen camps to receive intensive training with a view to becoming officers in the new army."

The announcement says the conferences with the Anglo-French Commissions have been completed, and that comprehensive plans have been made for industrial mobilisation, including the construction of thousands of miles of railways. The statement adds:—

"Arrangements have been made for the construction of 3,500 airplanes and the training of 6,000 aviators this year."

The announcement concludes with a reference to industrial firms offering to do war work and the inventory of the national resources which have been placed at the disposal of the United States and her allies.

For the Troops. We have to acknowledge with thanks a parcel of books for the troops from Mrs. Bowdler.

U. S. CENSORSHIP.

Purposes of Formulating Committee Explained.

Washington, May 28.—Censorship regulations prepared by the Committee on Public Information, which American newspapers are asked to observe in the national interest, and in the absence of any actual Censorship law, became effective to-day.

In issuing the regulations, George Creel, Chairman of the Committee, entirely disclaims the object of suppressing any news except that which would be useful to the enemy. The object of the voluntary censorship, it is explained, is to keep news of value to the enemy from reaching the enemy through publication.

The purposes of the committee otherwise, it is stated, are to make more easy of access to the American people the news of what their Government is doing.

The committee has divided its specifications of information which would be useful to the enemy into three classifications: General, Naval and Military. It is explained that no hard and fast rules can be laid down; that those which are proposed shall be subject to amendment and that all the European censorships have vastly changed their character with the progress of the war.

In the absence of any law on the subject, the committee believes that the regulations drawn will loyally be supported by the American press. Complete copies of the regulations have been sent, by mail to every daily newspaper in the country.

Several times his machine was badly damaged. Nevertheless, when returning in this way he had to be restrained with immediate ascending with another. Altogether Bell destroyed forty-three aeroplanes and one balloon. —*Reuter's Special Service.*

THE BONDAGE OF STIFF LINEN.

A Chance for the Reformer.

Nothing short of a revolution in our public appearance is latent in the latest war economy, says the *Manchester Guardian*. Starch as a feature of dress is to go. If the war lasts long enough the stocks of it possessed by the laundries will come to an end, and limp linen will be the rule for man and woman, in blouse, shirt, and collar. Ever since the Elizabethan lady first substituted starch for wire in her preposterous collar and the gallant had a little of it put in his ruff it has gained an ever increasing dominance in our costume. Beau Brummel is supposed to have been the first to starch his stock, and the permanence of its use, besides causing a flutter in Bath, set the fashion of the starched collar which is the commonplace badge of "middle" and "upper" class life to-day. To the spirit of the starched collar much of the threat of fashion has been ascribed. The frock coat, the morning coat, and the tail hat are inconceivable without it. Wild people have been known to wear silk collars and unstarched shirts with evening dress, but they were no more than phenomena, valuable for the protest they made, but incongruous and unattractive. The whole of our modern official and festive dress for men, with its morbid search after soberness, uniformity, and neatness at the expense of colour and form, demands starch. Without it the waiter and the Cabinet Minister alike will look merely disreputable if no other change is made. But the edict against starch gives a chance that will not come again for a courageous leader in abandoning entirely the funeral, unimaginative, and ugly fashion in men's dress that has gripped civilisation in the last half-century, and for a return to some variant of the colour and design of the past. The stiff white collar and shirt are the supreme symbol of the servitude of men to utilitarianism in dress. Why, as a sex, should they be compelled to abjure a choice of colour, and to dine, dance, and orate in a prison-house of black broadcloth and starch? There is little hope that they will seize the chance of escape now offered them. For a little while the unexceptionable suburban, driven to a silk collar with his swallow-tails, may be indistinguishable from the most decadent customer of the Cafe Royal. After that, one fears, will come peace, and an eager return to the bondage of stiff linen. But now is the time for the reformer. Let him speak or for ever be silent.

Let season (says the *New York Evening Post*) a golfer belonging to a club in the metropolitan district complained to the professional that he did not understand why his game did not improve. Try as hard as he could, he was unable to get round under 85, and on certain days when things did not go well he would run above a hundred. He had been playing golf for nearly five years, averaging three afternoons each week and practically every Saturday and Sunday. The professional dismissed the complaint in a few words by telling him that as long as he did not practice he could hardly expect to improve his game.

And if more players would realise this truth, there would be fewer golfers in the mediocre class. The old axiom, "Practice makes perfect," probably is more applicable to the royal and ancient game than to any other sport. Not long ago the conductor of a glee club told the men with whom he was working that the trouble with them was that they did not practice. He made the point that great artists are not geniuses in the sense that they were great musicians because they worked hard. To illustrate his point he said that when Paderewski goes on a trip from one end of the country to the other, he takes with him a dummy keyboard, and in his room he practices for hours on this.

Take the case of Charles Evans, for instance. He started to play when he was a caddie, and the only time he could indulge was after the regular players were finished. He would play with the only club he had, and when it got too dark to see he would put his handkerchief on the ground and use that as a mark to shoot at. When he entered the first national tournament in the East in 1909, he and a number of youngsters from Chicago astonished the others by standing a hundred yards away from a small tree and playing to it. And time after time Evans would hit the tree with his approach; but, in spite of this, there was quite an element of surprise in the fact that he worked his way to the semi-finals. And the thing that did it was practice.

Another great player who believes he owes his success to practice is Francis Ouimet. The only place he had to play lay in a meadow near the links and here a bunch of boys gathered to practice. There was a ditch, and the boys had been trying for months to drive a ball over it. Finally one day Ouimet went his sphere flying over, and from that time on none of the boys had any more trouble with the ditch. He spent hours every day trying all sorts of shots.

Jack McDermott used to station a caddie one hundred yards away, and with a masher he would pitch fifty balls at the lad, and, as a rule, all the boy had to do was to reach out and grab each one. Most of the time the youngster did not have to move an inch. Walter J. Travis's achievements are an old story, and the fact that he won the amateur golf championship of Great Britain when he was forty-two years old was due largely to his wonderful putting. Strangely enough, he did it with a borrowed putter, and that type of club, the Schenectady, was responsible later for its being barred from British competitions.

No one is born a good putter, and Travis is no exception to this rule. But he soon saw after taking up the game that putting is a big element in the sport, and that the score mounts more quickly after the player has reached the green than at any other part of the game. So every bit of time he had that he could devote to golf he spent in putting, and one of the first things he did was to learn to putt into a hole much smaller than the cups in use. It was not very long before he could run his putts dead to the hole from any part of the green. Another thing that struck him was that if he could lay his approach shots near the rim he would save much on the putting, and he began to devote a lot of leisure time in endeavouring to lay his approaches dead.

You cannot learn banking by walking into a bank and sitting at the desk of the president. The chances are that the president worked his way up from an office boy, and only after long years of hard work. You have to know how to read music and to learn to use your throat and diaphragm and a lot of other things before you can sing a solo properly. You cannot play chess unless you know the moves. You must learn to crawl before you can walk, and exactly the same principle applies to golf.

FOR GOLFERS.

Various Methods of Practice.

Let season (says the *New York Evening Post*) a golfer belonging to a club in the metropolitan district complained to the professional that he did not understand why his game did not improve. Try as hard as he could, he was unable to get round under 85, and on certain days when things did not go well he would run above a hundred. He had been playing golf for nearly five years, averaging three afternoons each week and practically every Saturday and Sunday. The professional dismissed the complaint in a few words by telling him that as long as he did not practice he could hardly expect to improve his game.

And if more players would realise this truth, there would be fewer golfers in the mediocre class. The old axiom, "Practice makes perfect," probably is more applicable to the royal and ancient game than to any other sport. Not long ago the conductor of a glee club told the men with whom he was working that the trouble with them was that they did not practice. He made the point that great artists are not geniuses in the sense that they were great musicians because they worked hard. To illustrate his point he said that when Paderewski goes on a trip from one end of the country to the other, he takes with him a dummy keyboard, and in his room he practices for hours on this.

Take the case of Charles Evans, for instance. He started to play when he was a caddie, and the only time he could indulge was after the regular players were finished. He would play with the only club he had, and when it got too dark to see he would put his handkerchief on the ground and use that as a mark to shoot at. When he entered the first national tournament in the East in 1909, he and a number of youngsters from Chicago astonished the others by standing a hundred yards away from a small tree and playing to it. And time after time Evans would hit the tree with his approach; but, in spite of this, there was quite an element of surprise in the fact that he worked his way to the semi-finals. And the thing that did it was practice.

Another great player who believes he owes his success to practice is Francis Ouimet. The only place he had to play lay in a meadow near the links and here a bunch of boys gathered to practice. There was a ditch, and the boys had been trying for months to drive a ball over it. Finally one day Ouimet went his sphere flying over, and from that time on none of the boys had any more trouble with the ditch. He spent hours every day trying all sorts of shots.

Jack McDermott used to station a caddie one hundred yards away, and with a masher he would pitch fifty balls at the lad, and, as a rule, all the boy had to do was to reach out and grab each one. Most of the time the youngster did not have to move an inch. Walter J. Travis's achievements are an old story, and the fact that he won the amateur golf championship of Great Britain when he was forty-two years old was due largely to his wonderful putting. Strangely enough, he did it with a borrowed putter, and that type of club, the Schenectady, was responsible later for its being barred from British competitions.

No one is born a good putter, and Travis is no exception to this rule. But he soon saw after taking up the game that putting is a big element in the sport, and that the score mounts more quickly after the player has reached the green than at any other part of the game. So every bit of time he had that he could devote to golf he spent in putting, and one of the first things he did was to learn to putt into a hole much smaller than the cups in use. It was not very long before he could run his putts dead to the hole from any part of the green. Another thing that struck him was that if he could lay his approach shots near the rim he would save much on the putting, and he began to devote a lot of leisure time in endeavouring to lay his approaches dead.

You cannot learn banking by walking into a bank and sitting at the desk of the president. The chances are that the president worked his way up from an office boy, and only after long years of hard work. You have to know how to read music and to learn to use your throat and diaphragm and a lot of other things before you can sing a solo properly. You cannot play chess unless you know the moves. You must learn to crawl before you can walk, and exactly the same principle applies to golf.

MEN WHO LONG TO FIGHT.

Mr. Walter Long on the Spirit of the Colonies.

Princess Alexander of Teck, at the Colonial Office on May 5, on behalf of the League of Empire, presented to six colonial regiments a silken Union Jack and a shield, the gift of the women and children of the British Isles as a tribute of their gratitude for devoted services to the Empire. The regiments were British West Indies Regiment, the King's African Rifles, the West African Frontier Force, the Falkland Islands Volunteer Corps, the St. Helena Volunteers, and the Somaliland Camel Corps.

Princess Alexander expressed her gratitude at being associated with those who were paying that tribute to the loyal devotion which had brought the sons of the Empire from every corner of the world to fight beside the Motherland.

Mr. Walter Long, in accepting the flags on behalf of the regiments, said:—"In our overseas possessions men are, as I know from letters which reach me daily, eating their hearts out because they are not allowed to take part in the fighting line. They cannot be allowed to go because they are needed for the government of the colony in which they live, although they have begged and implored to be allowed to go. But necessity imposed upon us the duty of keeping them where they are."

Strange Death.

While crossing Liverpool Street, London, on his way to business, Thomas Marsh, 52, of Wood Green, shipping clerk to Messrs. Negretti and Zambra, opticians, of Holborn-viaduct, was knocked down and killed by a van which had become detached from a runaway horse.

And here is a man who took up the game rather late in life, who won not only the British title, but has been our national amateur champion three times, a semi-finalist four times, won the gold medal for low qualifying score in the national six times, metropolitan champion four times, and won it the last time when he was well past the fifty-year mark. And all these years he has been playing against younger men and against men who could hit a ball much farther than he, yet his superiority with approach shots and his marvellous work on the putting green often overcame the lead of the longer players.

Some one said years ago that Americans went the wrong way about learning the game, the correct way being to start on the greens with the putter, and then work back into the drive. The accepted plan nowadays is to get the professional and adjourn to the practice tee. After the beginner has learned to hit the ball a hundred yards, he has enough of the practice, and away he sets out to master a game that bothers all of us; takes a lifetime to learn properly. After he has driven, and finds his ball in a caddy lie, he does not know what to do, for all the time he has been practicing his ball has been teed up. Then he gets into a bunker and is hopelessly lost; he becomes impatient, and makes up his mind that the game is for fools and old men, and not belonging to either class he quits for a while. Then, if he has sense, he goes at it right, with the professional to show him how.

You cannot learn banking by walking into a bank and sitting at the desk of the president. The chances are that the president worked his way up from an office boy, and only after long years of hard work. You have to know how to read music and to learn to use your throat and diaphragm and a lot of other things before you can sing a solo properly. You cannot play chess unless you know the moves. You must learn to crawl before you can walk, and exactly the same principle applies to golf.

TURKEY'S TIME OF CRISIS.

Life in Constantinople To-day.

[The following article to the *Daily News* represents the expressed views of a foreign official who has had recent opportunity of personally investigating the everyday conditions of life in Turkey.]

The Turkish Empire has often been in very difficult circumstances in the past, but never, in the opinion both of the Turks and the members of the Diplomatic Corps at Constantinople, has its situation ever been as critical and precarious as at present. No one knew exactly why Enver Pasha hurried off to Berlin and Vienna early in the year, but at the Turkish Foreign Office the officials, at the time, when the subject cropped up, looked very grave, and talked vaguely about a serious situation having arisen. When Enver came back some weeks ago he told the public, through the newspapers, that the mission had succeeded beyond all anticipation, whereas at the Club Constantinople, once practically a British institution, of which the Grand Vizier is the present president, he told (as I happen to know), one of his closest friends, that his reception at Berlin was cordial, but that everyone "was too hurried and upset to pay much attention to his proposals."

The fall of Bagdad and the steady progress of the British troops in Palestine has considerably undermined Enver's authority. When Bagdad fell members of the Diplomatic Corps in Constantinople expressed the view that the Turkish Empire would collapse in six weeks. The advance on Gaza increased the alarm among the general population, and depression among the ruling classes, and it is possible that had the British been entirely successful in the Gaza battle Turkey would have packed off to Berlin its German masters and have openly petitioned for peace. As it turned out, however, the British check at Gaza was exploited by the Germans as a tremendous victory, and the popular agitation has been temporarily quietened. Significant evidence of the German reading of the present situation is that the womenfolk and children of the German officers and officials who were sent to Berlin after the fall of Bagdad have not returned to Constantinople. The general feeling in diplomatic circles at Constantinople is that if the British succeed in pushing on rapidly to Jerusalem, Damascus, and Beirut the Turks will throw up the sponge.

There is a great deal of talk now at Constantinople about the possibilities of a separate peace. Prominent Turks, in discussing this question generally, express the belief that neither England nor France will consent to any peace which stops short of the dismemberment of the Ottoman Empire. For the first time since their inception there is a general disposition in Turkey to condemn and regret the Armenian massacres—not on humanitarian grounds, but simply because (in the belief of the Turks) the memory of these massacres constituted an insuperable obstacle against any understanding between Turkey and the Entente Powers. Naturally enough, Germany carefully fosters this belief. A great deal of nonsense is talked from time to time, outside Turkey, about the revival of the Old Turk Party, the uprise of a pro British Party, or the alarm which Enver Pasha feels at his dwindling power. As a matter of fact the utmost political stagnation prevails at Constantinople; and if the truth were known Enver probably wants as quickly as possible to get out of the mess into which he has landed himself and his country. Probably 99 per cent. of the Turks lament the policy which has harassed their country to Germany, deplore the humiliation it is only undergoing, and pray fervently for peace; but in their phlegmatic, fatalistic way they let things run their course, hoping the while that Allah will avert the final catastrophe.

The reports which reach the outer world from time to time about conditions in Turkey in-

variably understate the facts. The vast mass of the Turkish population is now subsisting on the verge of starvation. The misery which prevails at Constantinople among the middle and working classes is heart-breaking; while conditions inland, owing to the epidemics which prevail, are even worse. There is no cholera at Constantinople, and the admirable sanitary measure imposed on the city by the Germans have succeeded in keeping typhus within close limits. The Germans tried to make the tramway company daily disinfect their vehicles, but, as usual, they acted in the matter without tact, and the company refusing, no European now travels in the tramcars. Pitiful incidents, indicating the misery of the people, can be witnessed daily at any street corner. The faces you see are haggard, pinched, and worn, the eyes haunted, the frames feeble. I do not know whether people die of starvation in Constantinople, but I have frequently seen old men and women collapse—I suppose from hunger—in the streets. Poor people will pay enormous sums for worm-eaten figs with which one would not attempt to poison a mad dog. In the old days of peace the average humble class Turk would make a piece of bread and cheese, some olives, and some Turkish delight form his principal meal. To-day such a meal would probably cost him (in English money) about 5s.

Prices have risen steadily since the beginning of the war, and in English terms are now something like the following: Butter, 10s. the lb.; cheese, 14s. the lb.; olives, 8s. the lb.; sugar, 10s. the lb.; rice, 4s. the lb.; Turkish delight, 8s. the lb. The veritable famine in sugar which now prevails at Constantinople is a great blow to the sweets-loving Turk. Lumps of sugar at 21s. each lump are hawked about the streets. Austria has recently promised to send Turkey 2,000 waggonas of sugar, at the rate of 200 waggonas a month, but owing to the great scarcity of rolling stock none of the Turks treat this promise very seriously. In spite of the hunger and abject misery everywhere prevailing, the Turk manifests no desire to revolt. Food riots are unknown at Constantinople, and the shops are never looted.

The shortage of bread is a great cause for complaint among the women. The Turkish Government, at the instigation of the Germans early in the present year introduced a rationing system, but the wealthy Turks declined to submit to it, and the elaborate organisation set up speedily collapsed. The spathy of the Turk angers the foreign observer. Only once have they been roused from their apathy, and that was when the thousands of wounded poured into Constantinople from the Dardanelles. The eight of their dying menfolk caused several hundred women to march to the War Office to call on the Government to give them back their husbands and their sons.

In Turkey, as in other belligerent countries, the war has opened up new avenues of employment to women. The Greeks and Armenians formerly employed at the post and telephone offices have been dismissed and their places taken by Turkish women and girls. The war has hastened rather than checked the emancipation of Turkish women. All the young women wear veils of the finest description, and in the tramcars they always draw them up from their faces. An incident which illustrates the strength of the "new woman" movement in Turkey occurred quite recently. The following notice was issued by the police department:—

"The adoption of new forms of apparel has become a public scandal at Constantinople. All Mohammedan women are given two days in which to lengthen their skirts, discard corsets, and substitute thick for flimsy veils."

Two days passed, and the following notice appeared:—

"We regret that through the interference of certain old women a subordinate of the police department has attempted to regulate the costumes which Mohammedan women wear. The police department

regrets this blunder and cancels the previous order."

The "police subordinate" who blundered was an invention of the department, anxious to find an excuse to capitulate to the storm which the original order provoked. The wives of Turkish aristocrats, Ministers and high Government officials threatened to hold up the Red Crescent nursing work in Turkey, the telephone girls threatened to strike, the post-office girls to leave the post-office, unless the offending order was cancelled; and before two days had passed Turkish women, determined to be Westernised, had won. The incident provoked an outburst of indignation on the part of the women against the German authorities in Turkey, who were accused, probably wrongly, of wanting to keep Turkish women to a backward condition.

It may be mentioned that some illusions are entertained outside Turkey regarding the powers possessed by the German authorities in Turkey. The Germans are certainly the masters of the Turks in the sense that they control the Turkish Government, but the influence of the German officials over the civilian population is very small. The German police in Constantinople are strictly forbidden to interfere with the population, and even in the army Turkish soldiers are not compelled to be subservient to their German officers. Besides holding them responsible for the misery and misfortune which have befallen their country, the Turks dislike the Germans personally. On the other hand, the German naval and military officers make no secret of their contempt for what they regard as the laziness and slothfulness of their Turkish charges. Admiral von Souchon, the German Admiral at Constantinople, is never tired of declaring to other Europeans at the Constantinople Club that the Turks, as fighting men, are hopelessly inefficient. The Goeben and the Breslau have been anchored in Stenya Bay for over a year, and although it is impossible for a foreigner to inspect them, it is probably true that they are in a terribly battered and useless condition.

The principal preoccupation of the Turkish Parliament is the deplorable financial condition of the country. Gold, nickel, and copper have long since vanished from circulation, and the country is flooded with notes and stamps—the latter worth about 31s. each—of all kinds. At the back of the notes in one of the categories is a design of Kut, and an inscription, rather amusing in the light of recent events, to the effect that, thanks to the bravery of the Turkish troops and their German allies, the town will remain in Turkish hands until the end of time. Turkish finances are run on the simplest lines. Every time that the Turkish Government is hard up it asks Berlin for a "loan." The "loan" consists in permission by the German Government for the Turkish authorities to issue paper money for the amount required. The German Government has promised to redeem, out of its indemnities exacted from its enemies, all the paper money issued in Turkey during the war. The mark has dropped extremely low lately in value in Turkey.

Most of the members of the British colony at Constantinople left at the outbreak of the war, and those who remain—numbering from 100 to 150—have won the admiration of friends and enemies alike by their courage and dignity in very difficult circumstances. The British business houses in Constantinople are open as usual, and, generally speaking, the members of the present British colony are unmolested. About 30 members of the colony have undergone periods of internment inland in "reprisals" by the Turkish Government for alleged bombardments of undefended towns by British and French aviators. All British subjects in Constantinople must be at home before nine o'clock in the evening. About half a dozen members of the colony are at present "interned" in a house in Constantinople. Their imprisonment, also described as a "reprisal," is a formal one, and they undergo no privations. The American Embassy at Constantinople looks after the inter-

ests of the British colony very thoroughly. The American Ambassador is on excellent terms with the Turkish authorities, and his tactful intervention often prevents internments.

Quite recently the Turks, at the instigation of the Germans, decided to intern inland the British Nonconformist minister—the most popular European in Constantinople. The minister was seized, conveyed across the Bosphorus, and was on his way to an Asia Minor concentration camp when the American Ambassador heard of the case. Instead of protesting indignantly, the Ambassador quietly expressed regret that the authorities should treat a man harshly who had devoted a large part of his life to the good of the Turkish population. Enver Pasha at once realised the force of the Ambassador's view; and a courier dispatched hot haste instructed the guards to return to Constantinople with the Nonconformist minister.

The mental strain which the British undergo at Constantinople is very great; and men who two years back were hale and strong now creep about the streets mere shadows.

REPRISALS.

An Answer to the Archbishop of Canterbury.

When the Germans sank by submarine a British hospital ship full of wounded, the British Government made it known to the German Government that if another such outrage were committed, it would make reprisals. Shortly afterwards another hospital ship was sunk, and the British Government acting with the French Government made an air raid on a German town. The Archbishop of Canterbury and many Bishops thereupon raised a protest against reprisals in the House of Lords, and were supported by several of the Peers. Lord Curzon and Lord Milner defended the action of the Government. In the following article, to the *Daily Chronicle*, Mr. Hall Caine argues that reprisals are the essence of warfare, and we must stand or fall by it:—

I think there is evidence of great and serious confusion of mind in much of the recent writing, and in the speaking in the House of Lords on the subject of reprisals in war. The central argument of the Archbishop of Canterbury and his fellow-Churchmen, and even of laymen like Sir Edward Clarke, is that what is cowardly, inhuman, and un-Christian in certain of the enemy's acts of war, is equally cowardly, inhuman, and un-Christian in our own acts of retaliation. But does that follow? I ask the distinguished jurist to consider the parallel of the civil law in its relation to crime. The criminal who takes life commits an act which is not physically distinguishable from the act of the law in punishing the taking of life, yet in the one case we call it murder and in the other justice. The act being the same, the difference lies in the motives which inspire it, but that is a moral difference of a completely transfiguring character, and in the eyes of civilised and Christian men it justifies the civil law.

The argument against reprisals in war seems to confuse the object of attack and that of retaliation. The former may originate in evil passions only, such as greed, revenge, desire of conquest, while the latter, however tragic in its consequences, may have its origin in the purest impulses of humanity only. And here again I ask the eminent jurist to consider the position of the civil law. Why does the law hang the murderer? To revenge itself for the loss of a life. To strike a balance between the dead and the living? To compel the criminal to render the equivalent of his own life for the life he has destroyed? Is it not a moral difference of a completely transfiguring character, and in the eyes of civilised and Christian men it justifies the civil law?

human and un-Christian. Greed, lust, revenge, and desire of conquest are not the inspiring motives of reprisal, therefore the moral responsibility is not the same in the reply as in the attack.

I know the answer to this will be that the analogy of the criminal and the law does not take account of the innocent sufferers. It will be argued that after a criminal has committed a murder and escaped from justice, we do not think it right to seek out his wife and children and take their lives. True, though that was the root principle of the blood-feud which satisfied the world's conscience for so many centuries. Revenge of this sort was, as Bacon described it, in the absence of law, a wild kind of justice. In taking revenge in such kind men thought they became even with their enemies, and Mohammed, who did much to put down the practice of the blood-feud, established that of imposing a money penalty on the wife of the guilty man, thereby admitting the principle of punishing the innocent for the guilty. But the essential fallacy in Mohammed's theory of justice lay in the effort to secure an equivalent, which was impossible. No money payment could make up to a child for the loss of his father. Theory of striking a balance with crime, whether in money or in blood, was false because impracticable. It was also morally wrong and contrary to the higher precepts of religion, as the Christian Church implied when it established the rights of sanctuary. The only justice lay in restraining the offender and in making him repent. And that, however wild the justice it aims at, is the principle of reprisal. It is also its justification.

But, it will be asked, because the enemy sinks a ship full of helpless wounded men, are we justified in bombing an undefended town, and thereby killing his innocent women and children? The answer is a hard and bitter one, in view of the unmerited suffering which it seems to excuse—everything depends upon necessity. If there is no law to punish the inhumanities of the enemy when he sinks hospital ships, if every human impulse in the enemy is suspended; if he is a base and crafty coward, always struggling to be beforehand with acts of cruelty, it may be necessary, it must be right, to restrain him and make him repent, by whatever means of punishment lie within our power to inflict. That such means may involve the suffering of the innocent is indeed a tragic sequel. But the suffering of the innocent is inevitable in any case, and the only open question is whether it is to be that of our own innocent or of the enemy.

Taking this view, I charge the opponents of reprisal with advocating, however unwittingly, a policy which will lead to the further drowning of our wounded men, and the continued suffering of our women and children. Confronting their minds on the question of responsibility, and not seeing that where the motives are different the acts are not morally the same, they are encouraging the criminal to go on with his crimes. To argue that we must not engage in reprisals because we cannot keep pace with the outrages of the enemy or compete with him in cruelty is illogical. There is no need to compete with him in cruelty. Because a criminal kills his victim with the cowardly brutality of a Jack the Ripper, the law does not think it necessary to mutilate the body of the murderer. It was the moral necessity for reprisal that brought America into the war. If it should ever become necessary for her (which God forbid!) to sink merchant ships in order that the enemy's ships may not be sunk, I think she will be justified. I can never be necessary for her deliberately to set out to drown sailors.

The Archbishop of Canterbury and his fellow-Churchmen are very properly anxious that we of the A. T. C. should emerge from the war unscathed by the foul crimes that will stain the souls of our enemy. But I think he does not see that the whole principle of defensive warfare is founded on reprisal. War is a system of reprisal, but not necessarily of revenge. To that his powers will have to pay.

restrain and deter the enemy and to make him repent is the first and last law of self-defence. The enemy attacks us with bows and arrows; we repel him with stronger bows and arrows; he attacks us with rifles; we repel him with better rifles; he attacks us with guns and shells; we repel him with bigger guns and shells; he attacks us with deadly gas; we repel him with yet deadlier gases. If defensive warfare is right, this is right. The moral wrong lies with those who begin an unjust war, and with them alone.

Such at least is the theory of war, and, on that theory, reprisal is expressly justified by the terms of The Hague Convention. That the theory of war may itself be unjustifiable, under any and all conditions, is indeed an open question. Christians in every age of Christendom have thought it contrary to the teaching of Christ. Philosophers in all countries have counted it among the grossest, the basest, and most inhuman of the fallacies that have affected mankind. But the Archbishop of Canterbury, in common with the majority of Churchmen, does not belong to either of these classes. He thinks war may be right, may be just, may even be holy. He thinks the present war is a Christian war because it is waged for the purpose of restraining the un-Christian impulses of a barbaric enemy. That being so, I ask him to clear his mind of confusion, and recognise the moral justification for reprisal as an inevitable, if unwelcome and most painful sequel, to the doctrine of defensive war—the doctrine that it is our right and our first duty to restrain the enemy.

To condemn warfare altogether, even when it is defensive warfare, on grounds of religion and humanity, may be to take up a logical and even an exalted position; but to justify war, and to condemn its natural if tragic developments, is to strain at the gnat and swallow the camel. It is no reply to say that in reprisals we may be fighting those who are not fighting us. Since the time when David went out to meet the Philistine the fate of the non-combatant has been in the hands of the combatant. It is no answer to say reprisals are barbaric. All warfare is barbaric. Aggressive warfare is barbaric in its essence; therefore defensive warfare becomes barbaric necessity. In the absence of law to punish wrong, what is necessary is right. Reprisal is of the essence of warfare, and must stand or fall with it.

I have confined myself to the discussion of reprisals from the point of morality and honour, without attempting to deal with it on the side of practical utility. To say that reprisals can have no deterrent effect, but must provoke the enemy to further reverses, is, I humbly think, the shallowest argument of all. The same objection, neither more nor less nor other, might be urged against every kind of defence in war. If there is no practical utility in giving the enemy as good as he gave, let us in the name of common sense and clear thinking say frankly with Tolstoy (not to speak of greater teachers) that violence is a curse, that it defeats itself, therefore that the theory of all war is foolishness, and that it is unnecessary to wait for the day when Christianity shall have attained to a supremacy before acting on the divine precept "Resist not evil." It is war or no war. We cannot have it both ways.

Far Eastern Freights.

With the extraordinary rise that is announced in homeward freights from the East, says the *L.C. and Express*, one is reminded of the lam-nie that Sir Thomas Sutherland was wont at times to address to the shareholders of the P. and O. Company. The days when the company's steamers carried pig at £40 per ton—and, if we remember rightly, earned thereby a miserable pittance—do not seem so far off as they did now that produce from the Straits Settlements is £25 per ton. It is altogether a cringing rate that is enforced as a result of the shortage in tonnage. One wonders how much it will come under the pressure of export profits. To that his powers will have to pay.

REBUILDING FRANCE.

Boundary Lines Obliterated and Records Gone.

Paris, May 6.—Such preliminary measures as have been taken for the reconstruction of devastated regions in France have developed many difficulties, the greatest of which, particularly in the region of the Somme and the Oise, recently evacuated by the Germans, is to establish the boundary lines of property from which not only the buildings have disappeared, but from which every landmark has been torn.

Deeds of record and all other papers that would aid in re-constituting titles to property, with plans of towns and public buildings, have been burned with municipal and departmental archives in a great many towns and villages. Brooks and rivers from which bearings might be taken have been diverted from their courses. When partition walls stood between two properties, there are in many places the gaping crevices of mines that blew away all traces of property lines.

The small French landholder is much attached to the soil and jealous of the slightest parcel of land upon which his labour has been expended. He will fight to the last ditch for what he considers his landed rights. Consequently it is feared that there are innumerable lawsuits in prospect.

Property boundaries also have been modified since the war began by public works executed for the purpose of the army. Many new railroad lines constructed for strategic purposes will be found so useful that they will become permanent.

"The geographic reconstruction of the entire region of the battle of Arras, the battle of the Somme, the battle of St. Quentin, and the battle of Lens," said the Deputy for the Department of the Aisne to a correspondent of the *Associated Press*, as well as of other regions along the front in the zone that has been battered for nearly three years by heavy artillery, will be a long, intricate, laborious task, developing countless contests, and, it is feared, interminable litigation. We can only hope that the Germans will be made to disgorge the booty they carried away from these regions and that in it will be found documents and records that will help us in this complicated labour."

Public sentiment seems to have settled down to the decision that in the rebuilding of destroyed cities and villages the architectural traditions of each region shall be respected so far as style and material of construction are concerned, with only such concessions to modernisation as are requisite for perfect hygiene.

There will probably be no more narrow streets and there will be more air and light—that is to say, more windows and doors to let in more sunshine—but that is as far as it has been possible to lead public opinion toward modern ideas of construction. How to accomplish these reforms without modifying the originality and particular characteristics of each individual town is being studied by architects. The Municipal Council of the town of Clermont en Argonne, which was entirely burned by the Germans in their retreat from the Marne has organised a competition among architects for the preparation of plans for rebuilding the town so far as possible in its original style, but with wider streets and new squares and parks.

One thing the architects are ordered not to touch is the broad, deep, old fire-place, around which families will gather on winter evenings for years to come to listen to stories of the invasion and the battles of the great war.

Japan's Mercantile Fleet.

Sir J. Walton, who, in the House of Commons recently, had a question on the paper as to Japan placing at the disposal of Great Britain their mercantile marine, said he had been requested to postpone it to the next Session.

DAIRY FARM NEWS.



OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

TABLE.

SEND FOR OUR PRICE LIST.

A SPECIALITY

for

SHIPPERS AND SHIPPING.

WE PUT UP

CORNER BEEF AND PORK

IN KEGS OR CASKS

FOR EXPORT OR STEAMERS' USE.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S—SELLERS; SA—SALES; B—BUYERS; N—NOMINAL.

To-day's Closing Price	STOCK	Number of Shares	Par Value	Paid Up	1915. Highest	1915. Lowest	1916/7. Highest to Date	1916/7. Lowest to Date	Last Dividend and Date
	Banks.								
1680	H.K. & Shanghai Banking Corp.	120,000	\$125	all	845	Sept.	785	May	820 675
	Marine Insurances.								
340	Canton Ins. Office, Ltd.	10,000	\$250	50	427 1/2	Sept.	340	Jan.	426 340
140	North China Ins. Co., Ltd.	10,000	\$15	25	180	April	145	Jan.	180 140
3855	Union Ins. S'ty of C'ton. Ltd.	15,438	\$250	100	972	Aug.	760	Jan.	\$1005 \$855
ex 73 190	Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	280	Dec.	200	Jan.	300 190
	Fire Insurances.								
143	China Fire Ins. Co., Ltd.	30,000	\$100	20	163	Aug.	127 1/2	April	168 143
325	H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420	Sept.	385	Jan.	420 325
	Shipping.								
85	Douglas Steamship Co., Ltd.	20,000	\$50	all	104 1/2	Dec.	28 1/2	Mar.	137 80
18	H'kong, C. & M.S.S. Co., Ltd.	80,000	\$15	all	23 1/2	May	19	Dec.	24 17
101	Indo-China (Combined)	60,000	\$5	all	117	Dec.	80	Dec.	142 100
40	Steam Navigation Co., Ltd.	60,000	\$5	all	68	Oct.	54	Aug.	55 40
120/-	Shell T'port & T'ing Co., Ltd.	3,797,610	£1	all	94 1/2	June	75 1/2	Jan.	120/- 86 1/2
29	Star Ferry Company, Ltd.	40,000	\$10	all	39 1/2	Oct.	23	July	41 28
	Refineries.								
496	China S. Refining Co., Ltd.	20,000	\$100	all	134 1/2	Sept.	80	Jan.	146 96
329	Malabon S. Refining Co., Ltd.	14,000	P.30	all					41 29
	Mining.								
34 1/2	Kailan Mining Adm'n'tion.	1,000,000	£1	all	35 1/2	April	30 1/2	Dec.	36 1/2 26 1/2
24 1/2	Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	440	Mar.	240	Jan.	335 170
25 1/2	Tronoh Mines Ltd.	160,000	£1	all	25 1/2	Dec.	32 1/2	Mar.	42 1/2 25 1/2
32 1/2	Ural Caspian	796,686	£1	all	43 1/2	April	25 1/2	Jan.	38 1/2 25 1/2
	Docks & Wharves.								
70	Docks & Wharves, Godowns, &c.	10,000	\$50	all	82	Oct.	65	April	90 70
115	H.K. & W.D. Co., Ltd.	60,000	\$50	all	90	Oct.	56	Mar.	135 78 1/2
94	Shai Dock & Eng. Co., Ltd.	55,700	£100	all	63 1/2	Sept.	49	July	95 59
73 1/2	Shai & H'kew W. Co., Ltd.	36,000	£100	all	100	Dec.	10	April	93 70
	Land, Hotels and Buildings.								
97	H'kong Hotel Co., Ltd.	20,000	\$50	all	124	Feb.	108	Dec.	118 97
193	H'kong Land Investment Co.	50,000	\$100	all	114	Jan.	103 1/2	Dec.	105 1/2 91
62 1/2	H'phreys Estate & F. Co., Ltd.	150,000	\$10	all	7 1/2	Jan.	6	July	7 1/2 6 20
33 1/2	H'phreys Land & B'ing Co., Ltd.	150,000	\$50	all	44	Jan.	40	Sept.	38 33
80	Shanghai Lands	70,000	£50	all	57	Mar.	50 1/2	Dec.	107 80
87 1/2	West Point Building Co., Ltd.	1,500	\$50	all	68 1/2	Mar.	77	Dec.	90 69
95	H'kong Central Estates	1,000	\$100	all	103	Dec.	99	Jan.	103 93
	Cotton Mills.								
155 1/2	Ewo Cotton S. & W. Co., Ltd.	20,000	£50	all	180	July	117	Jan.	167 150
140	Kung Yik	75,000	£100	all	163	July	11	Feb.	161 110
120	Laou Kung Mow	75,000	£100	all	93 1/2	Sept.	72	Jan.	81 63
124	Shanghai Cottons	40,000	£50	all	100	May	77	Jan.	125 81
	Miscellaneous.								
7	China Borneo Company, Ltd.	60,000	£1	all	11 1/2	Apr.	11	May	10 35 1/2
450	China Light Power Co., Ltd.	50,000	£1	all	3 1/2	Mar.	4 1/2	Oct.	4 30
750	China Prov. L. & M. Co., Ltd.	125,000	\$10	all	7 1/2	Jan.	10 1/2	Oct.	10 7 1/2
23	airy Farm Company, Ltd.	60,000	£1	all	35	Jan.	29	Dec.	41 23
47 1/2	Green Island Cement Co., Ltd.	400,000	£7 1/2	all	11 1/2	Oct.	5 1/2	Feb.	12 10
148	Hongkong Electric Co., Ltd.	60,000	\$10	all	45	Oct.	36 1/2	Feb.	55 43
151	Hongkong Ice Co., Ltd.	6,000	\$25	all	190	Dec.	183	Oct.	190 151
27	Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	34 1/2	Dec.	25	Jan.	41 27
16 3/4	Hongkong Tramway Co., Ltd.	325,000	5/-	all	6	Oct.	5	Apr.	7 50 1/2
115	Langkats	250,000	G. \$10	all	43 1/2	May	35	Mar.	40 15
810	Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	10 1/2	Mar.	9 30	June	10 25 9 10
90	Do (New)	60,000	\$10	all	100	Mar.	80	Oct.	100 90
340	Steam Laundry Co., Ltd.	20,000	\$5	all	425	Jan.	3	June	380 240
113	Union Water-boat Co., Ltd.	27,723	\$7	all	18	Jan.	16	Dec.	17 13
86	Watson and Co., Ltd.	90,000	\$10	all	7 10	Mar.	6 50	Oct.	7 10 6
650	William Powell, Limited	91,000	\$7	all	6 90	Aug.	6	Dec.	7 1/2 5 1/2
29	C. C. Morning Post	6,000	\$25	all	28		28		29 28
10	H'kong Steel Foundry Co., Ltd.	7,808	\$10	all					10 9 1/2

BENJAMIN & POTTS, Share and General Brokers, Princes Building, HONGKONG. Tel. address, Broker.

CORRECTED TO NOON, JULY 6, 1917. TELEPHONE NO. 1152.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS" THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Benjamin and Potts, in their share report dated Friday, the 6th of July, 1917, state:—We have another dull week to report in our local market. Business has been very restricted all the week, and the new political situation which has arisen in China does not tend to improve the position. Exchange, which has reached a further high record, is also an adverse factor in the market. Quotations however for speculative stocks have kept fairly steady and there is no great inclination on the part of holders to sell at present prices, which, in most cases, must be considered cheap. Holders of investment stocks are inclined to take advantage of the high exchange and invest in sterling securities, and the investment market is a rising accordingly.

The Shanghai market which at the close last week showed distinct signs of improvement has had another setback, the coup d'etat in the North having a demoralizing effect on all stocks, and there is nothing doing.

The Singapore market is slightly better, and plantation rubber comes through at 27 1/2, a rise of 1 1/2 on last week, market firmer.

BANKS.—High exchange is again the cause of Hongkong and Shanghai Banks being offered at the reduced rate of \$680.

MARINE & FIRE INSURANCES.—With the exception of a sale of Hongkong Fire at \$825, we have no business to report in this section. Canton is obtainable at \$240, and Unions at \$355. China Fire is still wanted at \$143, and Yangtze could be placed at Shanghai \$190 (Exch. 73). North China at \$140 and Hongkong Fire at \$225 are both nominal.

SHIPPING.—Douglases have kept at \$385 all the week, with no business reported. D. Ferred Indos have been placed at \$100, and \$101, and at the close have buyers at the former rate. Hongkong, Canton and Macao Steamboats have improved to \$18, at which rate more shares are wanted. Star Ferries are in demand at \$29. Shell Transports have improved to a buying quotation of 120/-, cum all.

REFINERIES.—China Sugars have been placed at \$98, and are obtainable at this rate, buyers offering \$98. Malabons are nominal at \$29.

OILS & MINING.—Kailans are still enquired for at 34 1/2. Langkats have dropped to a buying quotation of 15. Rauba at \$245, Tronoh at 25 1/2, and Ural Caspian at 32 1/2 are all nominal.

DOCKS & WHARVES.—Hongkong and Whampoa Docks, have been placed at \$115, and there are further sellers at this rate. Kowloon Wharves have had a drop to \$70, at which rate more shares can be had. Shanghai Docks have improved to a buying quotation of 94 1/2.

COTTON MILLS.—All Cottons are nominal; Shanghai Cottons at 123, Kungyiks at 14, 14.80, Yangtze at 15, 5.70 and Ewo at 155.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels have been done at \$97, Hongkong Lands at \$94, and Humphreys' Estates at \$61. There are buyers of Hotels at \$97, Hongkong Lands at \$93 and West Points at \$72. Kowloon Lands are offered at \$33, and Central Estates can be obtained at \$95.

MISCELLANEOUS.—Green Island Cements have changed hands at \$730 and Hongkong Tramways at \$635, and business has been done in China Providents at \$790, and Hongkong Electric at \$48. There are buyers of Hopes at \$27, Steam Laundries at \$240, and Watsons at \$600. China Lights at \$450, China Borneos at \$700, Icos at \$151, Peak Tramways (old issue) at \$910 and Union Waterboats at \$13 are all nominal. Dairy Farms could be placed at \$23. Powells have sellers at \$650.

FORWARD SETTLEMENT DAYS.—27th July, (Friday), 29th August (Wednesday), 27th September, (Thursday), and 29th October, (Monday).

EXCHANGE.—The T. T. rate on London to day is 2/6 1/2 and on Singapore 109. The Bank's 3 d/s buying rate on Shanghai is 66 1/2.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.		
10.00 A.M. to	12.00 A.M.	EVERY 15 MIN.
12.00 A.M. to	1.00 A.M.	" 10 MIN.
1.00 A.M. to	11.00 A.M.	" 15 MIN.
11.00 A.M. to	12.45 P.M.	" 15 MIN.
12.45 P.M. to	1.15 P.M.	" 10 MIN.
1.15 P.M. to	1.45 P.M.	" 15 MIN.
1.45 P.M. to	2.15 P.M.	" 10 MIN.
2.15 P.M. to	2.45 P.M.	" 15 MIN.
2.45 P.M. to	3.00 P.M.	" 10 MIN.
3.00 P.M. to	3.00 P.M.	" 10 MIN.

NIGHT CARE.

3.30 P.M. and 9 P.M. \$30 to
11.00 P.M. every half hour.
11.00 P.M. to 12.45 P.M.
over 100¢ of an hour

Embassy

NO. 77.

W. D. & H. O. WILLS'S EMBASSY.

NOW SOLD

In neat Tins Containing

25

CIGARETTES.

Convenient for the Pocket.

ASK YOUR TOBACCONIST FOR A TIN OF

25

Embassy

NO. 77.

THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

POST OFFICE.

IMPORT PROHIBITIONS.

The public are informed that the undesignated articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coin and articles consisting partly of or containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs limiting the number of parcels addressed to France, Corsica and Algeria must fit in the columns of the regular Customs Declaration particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

Particulars of outgoing and incoming Mails will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.
Tat Po.—Week days, 10 a.m.; Sundays, 9.30 a.m.
Cheung Chow.—Week days, 2 p.m.
Shantou, Shatin and Shengshui.—Week days, 4 p.m.
Aberdeen, Antau, Ping Shan, Sai Kung, San Tin and Stanley.—Week days, 4.30 p.m.
Canton, Szechuan and Wanchow.—Week days, 7.30 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.
Macao.—Week days, 7.15 a.m.; 1.30 p.m.; Sundays, 9 a.m.
Kongmoon.—Week days, 6 p.m. Except Saturdays; Sundays, 5 p.m.
Nantau and Semau.—Week days, 5 p.m.; Sundays, 5 p.m.
Shamshun.—Week days, 10 a.m.; 4 p.m.; Sundays, 9 a.m.

NOTICES.

MASSAGE.
MR. HONDA.

Trained male Masseuse.
Ten years experience.
Formerly of Tokyo Military Hospital.

WILL VISIT PATIENTS' RESIDENCES IF PREFERRED.
NO. 202, QUEEN'S ROAD EAST.

ASAHI BEER.



FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 8.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.
Canton.—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 8.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.
Tai Ping Tong.—Week days, 1.30 p.m.; Sundays, 2.30 a.m.; Holidays, 1.30 p.m.
Shex KL.—Week days, 5.30 p.m.; Sundays, 9.30 p.m.; Holidays, 5.30 p.m.
Kongmoon.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.
Kunming.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.
Kauki.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.
Kauki.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph Company, Ltd.

Evening from Hankow.
Potschenka from Vladivostok.
Potschenka from Vladivostok.
Sudski K. Takeda from Kobe.
M. S. Bennett from sciers from Vancouver, B.C.
Compton Courts Theatre Bandman C. M. van from Shanghai.
Dorac from Os wa.
Thianit from Amoy.
Wongah-y c/o Compradore s.s. Yungwang from Shanghai.
Kwo geangwo from Shanghai.
Okuda c/o Matsubara from Osaka.
Okuda c/o Matsubara from Osaka.
Noon from Yokohama.
Yingsheng Jervis Street from Shanghai.

A. S. ROSENBERG,
Act. Superintendent.

WEATHER REPORT.

The Weather Report and Forecast for to-morrow will be found on a Second Extra.

On the 6th at 10.55—No returns from Japan. Pressure has increased moderately at Wobair and decreased slightly from Formosa to Haiphong.

The depression in the China Sea appears to have filled up. The depression over the lower Yangtze Valley remains stationary. A somewhat deep depression is shown over Tongku.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inch. Total since January 1st, 29.58 inches, against an average of 41.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
Hongkong to Gap Rock.	S.W. to S. winds, moderate, cloudy, some rain.
Formosa Channel.	The same as No. 1.
South coast of China between H.K. and Lamook.	The same as No. 1.
South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register, July 6, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	D'Woon.	Winds.	Weather.
Vostock 6a							
Samuro 5a							
Hakodate							
Tokio							
Koshi							
Nagasaki							
Kagami							
Osaka							
Naha							
Shanghai							
Yokohama							
Manila							
London							
Paris							
Bombay							
Calcutta							
Rangoon							
Singapore							
Batavia							
Sourabaya							
Manila							
Yokohama							
Shanghai							
London							
Paris							
Bombay							
Calcutta							
Rangoon							
Singapore							
Batavia							
Sourabaya							

ENTERTAINMENTS.

VICTORIA THEATRE.

FRIDAY, 6th JULY, 1917.

Mr. HUMPHREY BISHOP

PRESENTS

Mr. JOSEPH BLASCHECK

ENGLISH HUMORIST FROM QUEEN'S HALL, LONDON.

in Society "SNAP SHOTS,"

SUPPORTED BY

Miss ALYCE AUSTIN.

"WHO'S GUILTY."

13th Series. "THE GOAD OF JEALOUSY."

"WHO'S GUILTY."

14th Series. "THE IRONY OF JUSTICE."

Pathe's Gazettes.

Booking at ANDERSON'S.

BIJOU THEATRE.

The Cosiest Theatre in Hongkong.

TO-NIGHT! TO-NIGHT!!

The Sensational Trans-Atlantic Serial:

"LIBERTY."

9th Episode. entitled: "TRAPPED."

A Powerful Drama in 2 parts.

"AT HANDGRIPS WITH DEATH."

Comics: "SEPTEMBER MOON."

"COL. HEEZA LIAR; GHOST BREAKER."

HONGKONG THEATRE.

(OLD LAND OFFICE BUILDING).

Commencing SATURDAY, 7th JULY, 1917.

A Powerful Drama:

"THE BLUE KING."

(IN 5 PARTS).

and Comics.

BAND NIGHT ON SUNDAY.

NOTICES.

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the following Scrip Certificates—No. 6038, for 5 shares numbered 3923 and 4136 in the name of Mrs. Marjory Grant Smith of Hongkong and No. 6060 for 5 shares numbered 3918/3922 in the name of Mr. Eric Grant Smith of Hongkong have been lost, and should the same not be produced before the 13th proximo new Certificates will be issued to the said Mrs. Marjory Grant Smith and Mr. Eric Grant Smith, and no transaction taking place under the old Scrip Certificates will be recognised by the Office.

JARDINE, MATHEW & CO., LTD.,
General Managers.
Hongkong, 28th June, 1917.

DISTRICT GRAND LODGE OF HONGKONG & SOUTH CHINA, E.C.

NOTICE.

AT a Special Meeting of the District Grand Lodge of South China, held at the Masonic Hall, Zealand Street, on SATURDAY 23rd inst., in celebration of the two hundredth Anniversary of the first assembly of the Grand Lodge of England, which was commemorated on that day throughout the Empire, a collection was made in aid of the Hongkong War Charities Fund. Freemasons not present at the meeting who wish to subscribe may, until July 7th, send donations to W. J. Titcher, Esq., who will be glad to receive contributions however small. By Command of the D.D. G.M. Hongkong, 27th June, 1917.

NOTICE.

MR. E. M. RAYMOND has this day been admitted a Partner in our Firm. BENJAMIN & POTTS, Prince's Building, Hongkong, 1st July, 1917.

KEROSENE OIL.

We guarantee all kerosene oil sold by us to be pure and unadulterated. Present price—
"WHITE ROSE."
\$5.40 per case or store.
"COMET."
\$5.20 per case or store.
CHING CHEONG
165 Des Voeux Road, Central.
2 blocks West of Court House.
KWONG YUK
10 The Arcade, N.S.

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, APPRAISER
AND SURVEYOR.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 19th July, 1917,

at 3 o'clock in the afternoon

at his Sales Rooms, Duddell Street,

The following Valuable

Leaehold Property, situate at

Fanling and known as Lot

1862 in District 51 in New Territories.

The above property is held

from the Crown under a 75 years

lease from 1898 and is subject to

a Crown Rent of 74 cents per

annum, with the option of a

further 24 years.

The property is about 5

minutes walk from Failing

Station and is well stocked with

fruit trees.

The area of the lot is about 3/4

of an acre.

For further particulars apply to

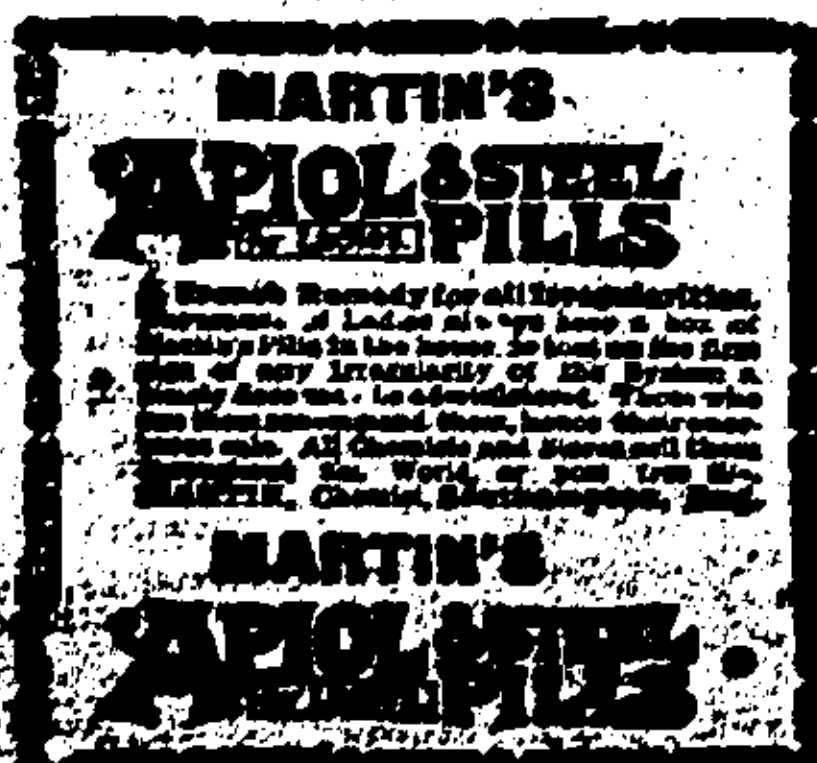
GEO. P. LAMMERT, Auctioneer.

NOTICES.

MAK LOONG.

FAST-GLASS PRESERVES, CIGARS
AND SOY MANUFACTURERS.
Factory at Tsamtsi
OFFICE: No. 34, Des Voeux Road, W.
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in
this class of Goods. Our Fast &
Gingers are all fresh and of the first pick.
Our Syrup is prepared from the best
quality of Sugar. We give our special
attention to the business and sanitary
arrangements.



PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs. Jensen & Co. in pursuance of an order of the Hongkong Government, to sell by public auction at 12 o'clock (NOON) on TUESDAY the 31st day of July, 1917, at his sales rooms, Duddell Street, THE VALUABLE LEASEHOLD PROPERTY situate at The Peak, Hongkong and being Rural Building Lot No. 19, In One Lot.

The piece or parcel of ground and premises known as "Lysholt," 104 The Peak, situate near Mount Gough in the Colony of Hongkong with an area of 124,032 square feet and registered in the Land Office as Rural Building Lot No. 19.

The lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April, 1896.

The Annual Crown Rent is \$85.00.

The further particulars and conditions of sale apply to Messrs. Wilkinson & Giff, Solicitors for the Liquidators or to the undersigned.

GEO. P. LAMMERT, Auctioneer.

FOR SALE.

MOTOR CARS, MOTOR CARS

1917 Overland Touring Cars.

6 Cylinder. 7 Seater.

GEO. P. LAMMERT,

Duddell Street,

Hongkong, 18th February, 1917.

NOTICE.

THE UNIVERSITY OF HONGKONG.

ST. JOHN'S HALL.

THE Senior Hostel for the residence of students at Hongkong University.

Applications for rooms for September should be made now to—

THE ACTING WARDEN,
St. John's Hall,
University, Hongkong.